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NEW PANDA BITES BACK

DRIVEN Fab Fiat proves small cars aren't endangered

FIAT
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DRIVEN THIS WEEK

NEW C3 AIRCROSS

Chic Citroen is now a seven-seat SUV

RANGE ROVER

Update for luxury 4x4 legend

ARIYA NISMO

Nissan's first performance EV

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TESTED BMW X3 vs LEXUS NX

Can new German topple hybrid hero in premium SUV clash?

SCOOP NEW MAZDA SUV

Inside story on CX-6e coming next year

EXCLUSIVE IMAGES
OE26 XNC

SPIED NEW PORSCHE CAYMAN IN THE OPEN

Latest details on next-gen super coupé

REPORT SHOULD YOU BUY A CHINESE CAR?

PLUS All the new brands coming to UK

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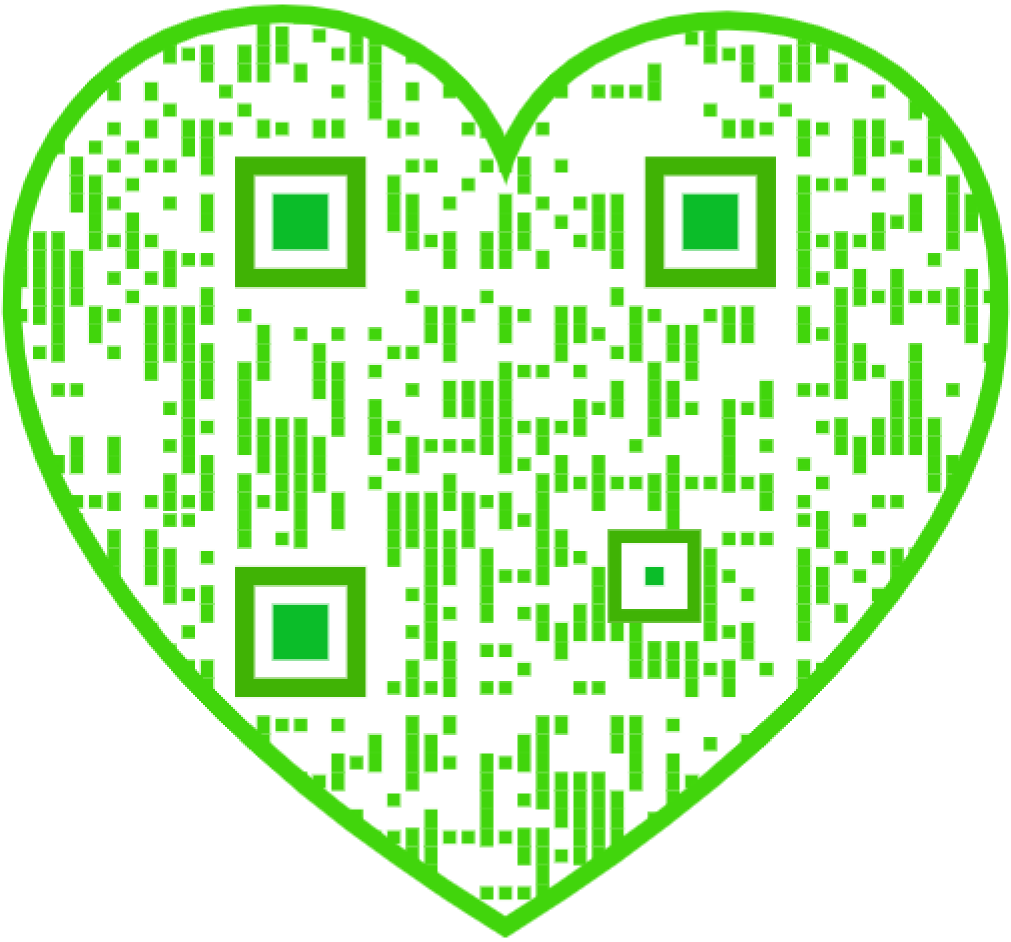
LC24 YWJ
LD74 YYO



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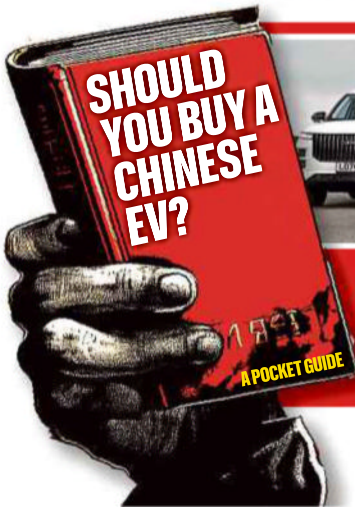
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AUTO EXPRESS ROAD TESTS

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THIS WEEK

THE debate around Chinese cars is one of the biggest topics in the car world at the moment. The arrival of so many Chinese brands at once, most with names we don't recognise and many without a distinct style, character or USP, is a bit bewildering at times.

We're used to the occasional new marque launching in the UK. Lexus has been here for 35 years but is still seen as a fairly new player, while Infiniti came and went, and the likes of Genesis and Polestar are gaining recognition. But the shift to electric vehicles has opened a door, and to have so many new brands all vying for attention at once is unprecedented.

We've picked out 12 Chinese firms at various stages along the way to becoming established here. These range from BYD and the British brand MG, which are probably the two that have the strongest footprint in the UK, through to the likes of NIO and XPeng, which are relatively unknown. I'd be surprised if all of them are still around in a few years, so research and choosing wisely will help future-proof any buying decisions.

And that's without even getting to the thorny question of how you feel about buying a Chinese brand in the first place. The products are definitely getting better – although on the whole the new entrants haven't yet got to the quality level of the established players – and they look appealing on price.

But – as pondered in this column recently with Tesla, and whether the actions of the owner could alienate some potential buyers – will issues ranging from the fairness of state subsidies to questions over human rights and environmental damage in the supply chain harm these brands? Do buyers care? Some may be put off, but others will see a great price and be very happy with their new car.

This week, we've dived into some of the big questions raised by the rise of the Chinese brands to address the key points. The picture will get clearer in time, in terms of how behaviour shifts, or doesn't, as they become more familiar in Europe.

In the end, it will come down to what buyers want. It will be interesting to look back in a few years' time at the dozen brands currently trying to break through. Some may be competing at the top of the UK sales charts; others could be just a small footnote in history. And we'll be watching, reviewing the cars and writing the stories as it all unfolds.

> **"IN A FEW YEARS, SOME OF THE NEW CHINESE BRANDS MAY BE AT THE TOP OF THE UK SALES CHARTS; OTHERS COULD BE JUST A SMALL FOOTNOTE IN HISTORY"**

PAUL BARKER

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EDITOR'S VIEW

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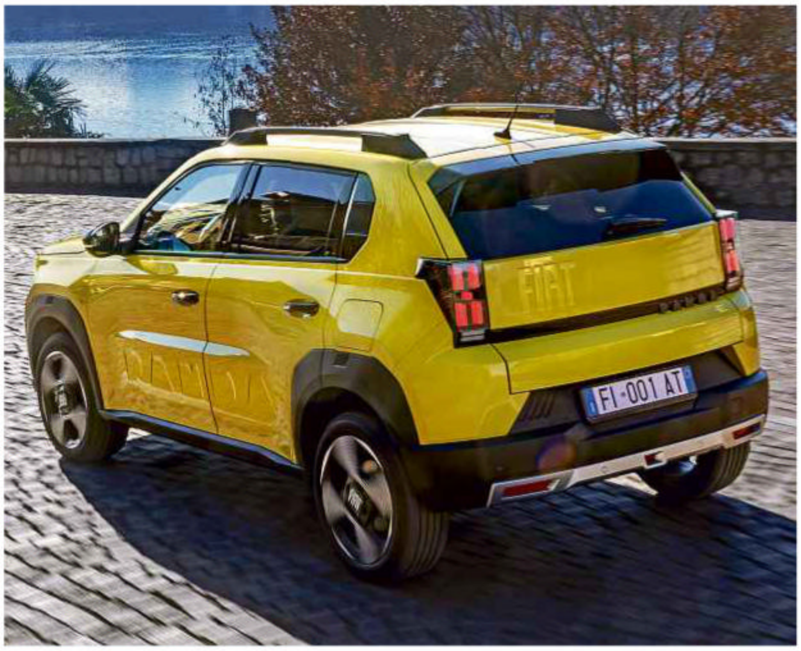

Jordan Katsianis

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ESSENTIALS

Fiat Grande Panda La Prima

Price: £23,975 **On sale:** April
Powertrain: 44kWh battery, 1x e-motor
Power/torque: 111bhp/122Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 11.5 seconds/82mph
Range: 199 miles
Max charging: 100kW (20-80% in 33min)
Size (L/W/H): 3,999/1,763/1,629mm

WHAT is it about small Italian cars and the importance of design? Vauxhall doesn't have any pressure to wow people with a Corsa, nor does Toyota with a Yaris. But when a new Panda is on the horizon, Italians are at the ready with their pasta forks and wooden spoons to decry the possible desecration of a national treasure.

For when it comes to cultural icons, they don't get much more important than the Fiat Panda – over 7.8 million of them have been sold through three generations. That means more than twice as many Pandas have been sold as first-generation Fiat 500s, to put its importance into context.

In addition, each generation of Panda has been a simple, unfussy yet masterful execution of both form and function.

Thankfully for Fiat, the new Grande Panda has allayed concerns with a design that has already been granted wide-ranging acclaim. Yet Fiat has gone big with the new Grande Panda, not just in terms of size – this is now a firmly B-segment offering – but also with its charming looks, electric range and aggressive price point.

Fitted with an electric powertrain, it's priced from a touch over £21,000 for the entry-level RED model and just under £24,000 for the fully loaded La Prima we're driving here. All of which represents the next step in incredible value for the new generation of affordable EVs. A hybrid edition is also available for less, around £2,000 model for model, but here we're driving the all-electric model, and there's plenty to talk about.

For now, the electric Grande Panda comes with a single 44kWh battery pack paired with a 111bhp e-motor mounted on the front axle. Taking 11 seconds to reach 62mph from rest, or 11.5 seconds on the La Prima model's 17-inch wheels, the Grande Panda is certainly no firecracker in a straight line, something that's accentuated by the rather leisurely response from the electric motor.

Hit the accelerator with a firm prod and the car will make progress, but at its own pace. When speeds are higher, there's still enough grunt to keep up with motorway traffic, but any ambitious overtakes will need to

BEHIND THE WHEEL We took the Panda out in Turin traffic, rural roads and motorways, finding it to be a competent and impressive all-rounder, even if not especially quick

DRIVEN NEW FIAT GRANDE PANDA

Retro styling is back with a vengeance, but Fiat's answer to the new Renault 5 has substance to match its iconic roots

"AS A PIECE OF DESIGN, THE NEW GRANDE PANDA EXCELS – IT LOOKS TO BE BOTH FRESH AND VIBRANT"

be made with a degree of caution and forward planning.

The handling, meanwhile, is tidy and controlled, but doesn't go out of its way to entertain. The playful edge that used to be associated with Italian superminis isn't quite there any longer, but then few, if any, of its rivals drive in this manner, either.

More important will be the fact that the Grande Panda rides remarkably well considering its short wheelbase. Even over the cruddy roads of central Turin, the Panda never crashes into potholes or speed humps, feeling fairly polished overall.

Its near 200-mile range was one of the headlines when the car was revealed, and the car's low-speed efficiency certainly impresses in town, where it'll mostly be driven. However, on faster roads, the bluff front end blunts the aerodynamics and that number drops quite significantly, as is common with EVs.

This effect was compounded by wintry weather when we drove it, and in our hands the Grande Panda would have achieved around 145 miles on a route that was split evenly between city, country roads and high-speed motorways. This isn't a problem unique to the Fiat, but it will need to be considered if you regularly do motorway driving. It's arguably no worse than many other small electric cars, though.

But as a piece of design, the Grande Panda excels. Even in dreary weather, the exterior appears fresh and vibrant. Its sleek face hides the headlights, daytime running lights and charging cable in one distinct graphic. This element is just the start of a host of clever details, which are everywhere you care to look.

Underneath the design-led garnish is a well proportioned shape with excellent surfacing, with plenty of volume in the places you want it but not in the places you don't. This might be a pretty small and inexpensive car, but the exterior styling has been executed with the skill and technique of a luxury model or sports car.

A similar level of excellence continues inside, too. This is not a cabin of plush, expensive soft-touch materials, but those that are used are distinctive and cleverly applied. The overall shape of the dash, and many of its parts, are inspired by the world-famous Lingotto test track on the roof of Fiat's Turin factory. The shape can be seen multiple times on the fascia and centre console.

The cabin is dotted with lots of little details that make the car feel more like an installation at the Milan Design Fair than an affordable supermini.

Few, if any, manufacturers have used coloured acrylic binnacles on the dash and, where needed, fabrics have been used to keep the overall ambience from feeling cold or stark. There's not a single piece of padded, soft-touch plastic anywhere on the fascia, just some neat stitching and a tiny Panda logo to remind you that you're driving an icon.

For the sake of comparison, a new Renault 5 feels a bit more premium and has more equipment inside. But remember that even the top-spec Grande Panda is priced below where the R5 model range kicks off, so the Italian car should still meet customer expectations perfectly.

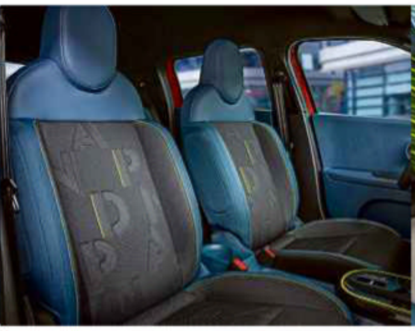
Fiat is under no illusion that offering a twin-screen infotainment system is going to change the world, with this one-time bastion of luxury models now commonplace across all types of car – after all, it's extremely effective. The main 10.25-inch touchscreen is mounted in a good position and is clear, easy to read and fairly straightforward to use.

There's some lag to the interfaces, and the menu structure could be a little easier to navigate, but Fiat has kept the air-conditioning controls separate, so you can keep the main screen in phone-mirroring mode for most of the time. The driver's display isn't hugely configurable, but still offers all you need at a quick glance.

Despite its quasi-SUV body, space in the rear is tight. The floor is high and there's a hump in the rear that can make it a squeeze for tall passengers, but headroom is decent thanks to the boxy silhouette. Compared with a MINI or Renault 5, it's fine, but those hoping for space akin to the Citroen e-C3 will notice the difference.

Beyond this, though, the Grande Panda scores well. There's plenty of space up front, and lots of storage cubbies inside the dash, between the seats and in the door pockets – including a handy double glovebox.

The boot is also a commendable size at 412 litres, and while it lacks a movable floor or load tie-down hooks, the seats do at least fold flat and there's even some storage under the floor. There's nothing especially innovative about the



"FIAT HAS ANOTHER TRICK UP ITS SLEEVE, BOTH BRILLIANT AND SIMPLE, IN THE FORM OF A BUILT-IN, COIL-TYPE CHARGING CABLE HIDDEN BEHIND THE FRONT GRILLE"

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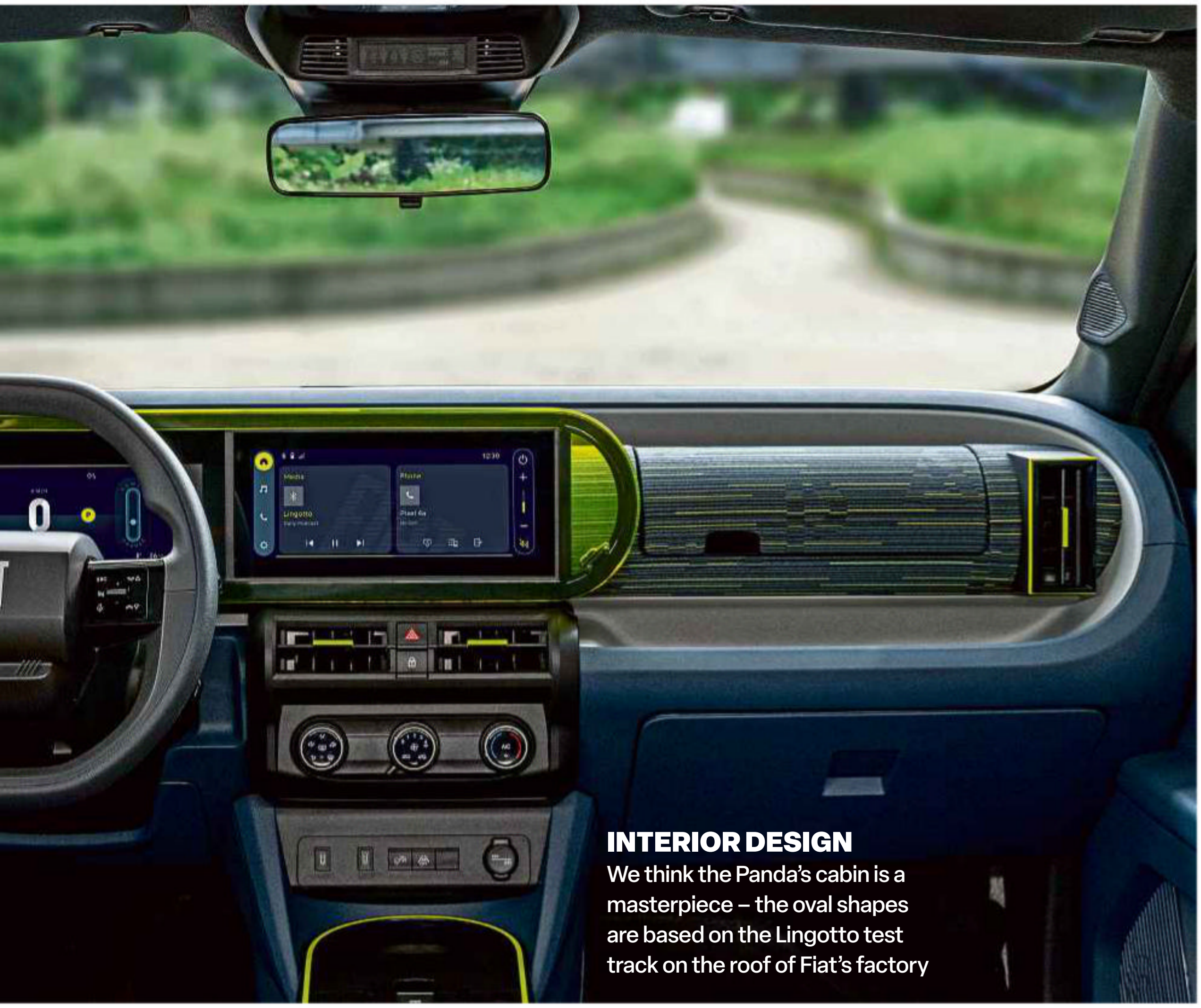

INTERIOR DESIGN
We think the Panda's cabin is a masterpiece – the oval shapes are based on the Lingotto test track on the roof of Fiat's factory

packaging, but at the same time it's simple, spacious and functional – just like the rest of the car and every generation of Panda before it.

Fiat has another trick up its sleeve as well, both simple and brilliant. Behind the grille is a built-in 4.5-metre long, coil-type charging cable, stashed away behind a fold-down panel. Its 7kW capacity is perfect for a slow charge at home or on a long-stay charging point, negating the need for you to carry a grubby cable around in the boot.

Of course, Fiat is not the only manufacturer to bring to the market a well sized, stylish and affordable EV and hybrid supermini in the last few months, with its key rival coming from the same Stellantis family of vehicles – the Citroen e-C3 (our 2024 Car of the Year) and its hybrid-powered C3 counterpart.

The Renault 5 is a little more expensive to buy, with the range starting above the top-spec La Prima edition on the Fiat, but you'll need to keep to the entry-level French car. As a vehicle, the Renault is a better drive, more refined and feels more substantial, but you'll need to spend upwards of £5,000 extra to match the equipment on offer from the Fiat.

FUNCTIONALITY
Wireless charging, a clear-to-read touchscreen that keeps climate settings separate, and multiple stowage spaces, such as the fabric glovebox (above left) make for a brilliant and well packaged supermini

VERDICT

★★★★½

BUILDING an affordable car is tough going in 2025, but Fiat has played a blinder by delivering a new Grande Panda that's not only cheap, but also packed with character and, should you wish, a battery-electric powertrain. There are some issues – motorway refinement could be better and the rear seats are tight – but there's so much to love about the new Grande Panda that it is very easy to overlook them. Bravo Fiat.

New Mazda electric SU

Richard Ingram

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Brand has trademarked the name CX-6e, with UK boss telling us to “watch th

THE Mazda 6e saloon will soon spawn a Tesla Model Y-rivalling mid-size SUV, as the maker looks to ramp up its EV offering and meet future ZEV (zero-emission vehicle) targets to 2030 and beyond.

The CX-6e badge has now been trademarked, which gives us a good idea of the car’s name, but not necessarily its technical make-up. Mazda could develop its electric SUV on the same platform as the 6e – created via a joint venture with Chinese automotive giant Changan – or on a new in-house EV architecture dubbed ‘Scalable SkyActiv’.

Mazda’s chiefs hinted at an SUV based on this flexible platform late last year. Now Mazda UK’s managing director, Jeremy Thomson, has told us to “watch this space” when asked why the firm had chosen to lead its next EV offering with a saloon rather than an SUV. “We’ll start plugging all of the gaps; they will be the mainstream kind of cars you expect. It’s a journey – we’re on a journey,” he explained.

Mazda will bring the 6e saloon to the UK next year – almost 12 months after it launches in left-hand-drive European markets. It’s aimed squarely at the Tesla Model 3, Polestar 2 and BMW i4, and will offer up to 342 miles of range from an 80kWh battery. The 6e will be Mazda’s second EV, following on from the compromised MX-30.

Justifying Mazda’s saloon-first approach to the mid-size segment, Thomson said: “[The SUV sector] is where the competition is, so if you want to be cut-throat, maybe you go slightly off-piste.”

We expect the CX-6e’s design to combine elements from last year’s Arata concept and the production-ready 6e saloon. The new EV would sit in the highly competitive C and D-segment electric-SUV market dominated by the Model Y and Audi Q4 e-tron, and our exclusive images preview how it might look.

While the CX-6e’s exact bodystyle is still to be determined, given the registered name and dimensions of its 6e sibling, it’s almost certain to launch as a rival for the big-selling Model Y, and the Arata gives us a good idea of the overall proportions.

The CX-6e is likely to be a strict five-seater, with a boot of 500 litres or more (plus storage under the bonnet) to cement its family-car credentials. We can assume the dash will largely mimic the 6e saloon’s, with a large central screen and fewer physical buttons than Mazda’s current combustion-engined cars. A fully digital instrument cluster is also likely.

One impetus for putting the CX-6e on the Scalable SkyActiv platform would be to minimise potential import tariffs for cars sold in the EU. Models built in China, such as the Changan-developed 6e saloon, will be subject to high taxes that could make them prohibitively expensive within Europe.

If the CX-6e does use the Scalable SkyActiv platform, powertrain and battery information is limited at best. But we’d assume by bringing the tech in-house, Mazda would aim to better the 6e saloon’s numbers.

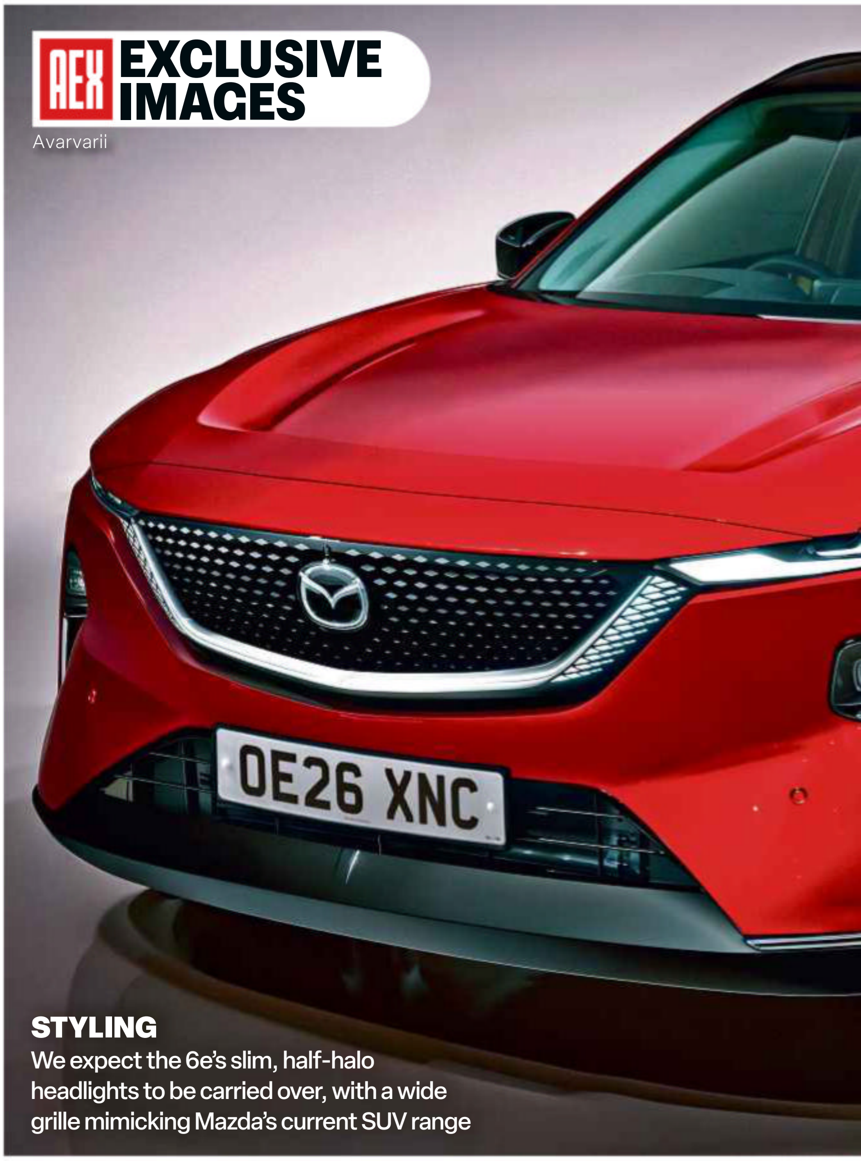
We expect at least two battery sizes, with the options probably comprising a standard and Long Range model. Assuming batteries of around 75kWh and 90kWh or more, the larger of the two should exceed 300 miles of range, despite the CX-6e’s bulkier SUV body.

We’d also expect Mazda to look at improving the 6e’s charge rates – especially on the Long Range car. Bizarrely, the bigger-battery 6e has a significantly slower peak charging speed than the base model; the company will need to target rates of at least 180kW to keep the CX-6e competitive among its peers.

Mazda will be keen to inject some of its ‘jinba ittai’ or ‘horse and rider as one’ philosophy into the CX-6e. The phrase was first coined during the development of the MX-5 in the eighties, and the concept runs through every Mazda to this day. We can therefore expect a strong focus on driveability and handling, plus ride comfort and ergonomics. At the very least, the CX-6e should challenge the likes of the BMW iX1 for driver appeal.

Bosses said the first car on the new Scalable SkyActiv platform is due in 2027 – suggesting the SUV should arrive in UK showrooms shortly after the saloon. According to the current, Government-set ZEV mandate, 38 per cent of cars sold in the UK in 2027 must be electric, rising to 80 per cent in 2030 – so this EV will be of utmost importance to Mazda.

Given the 6e’s mooted price of £40,000, it looks like the CX-6e will hit the Model Y where it hurts, possibly starting from less than £45,000.



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STYLING
We expect the 6e’s slim, half-halo headlights to be carried over, with a wide grille mimicking Mazda’s current SUV range

> **“WE EXPECT THE CX-6E’S DESIGN TO COMBINE ELEMENTS FROM LAST YEAR’S ARATA CONCEPT AND THE PRODUCTION-READY 6E”**

V will follow 6e saloon

is space” for a sibling to forthcoming four-door EV

JEREMY THOMSON Mazda UK MD

> **“WE’LL START PLUGGING ALL OF THE GAPS; THEY WILL BE THE MAINSTREAM KIND OF CARS YOU EXPECT. IT’S A JOURNEY - WE’RE ON A JOURNEY”**

ARATA
創
MAZDA

Last year’s Arata concept gave us a taste of what to expect from the CX-6e

CX-6e
OE26 XNC

RAKISH REAR
We reckon the 6e’s full-width light bar will feature, while the steeply sloped rear screen will offer aero and efficiency benefits

Porsche's new Cayman

Jordan Katsianis

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We have all the latest details as German firm prepares to go electric with its a

PORSCHE has been spotted testing its next-generation 718 Cayman, a new sports car that, like its Boxster sibling (below), will ditch its petrol powertrain in favour of an all-electric replacement. With the open-top car to be revealed later this year or early in 2026, a hard-top Cayman probably won't be far behind, with this prototype revealing plenty of production-relevant details.

The test car's body appears to adopt the same mid-engined silhouette as the existing Cayman, defined by a gently sloping roofline and a short bonnet. Although the disguise makes it hard to see, we suspect the windowline will kick up more aggressively, as on the current car, while elements such as traditional door handles will remain in place of the smooth pop-out units used on the 992-generation 911.

We can also see a small side intake located just behind the door, which could bring cooling air to the electric motor and battery pack that are packaged at the rear of the car. This will likely sit within a futuristic panel ahead of the rear wheels, dictating the aerodynamics and helping improve airflow around the rear bumper.

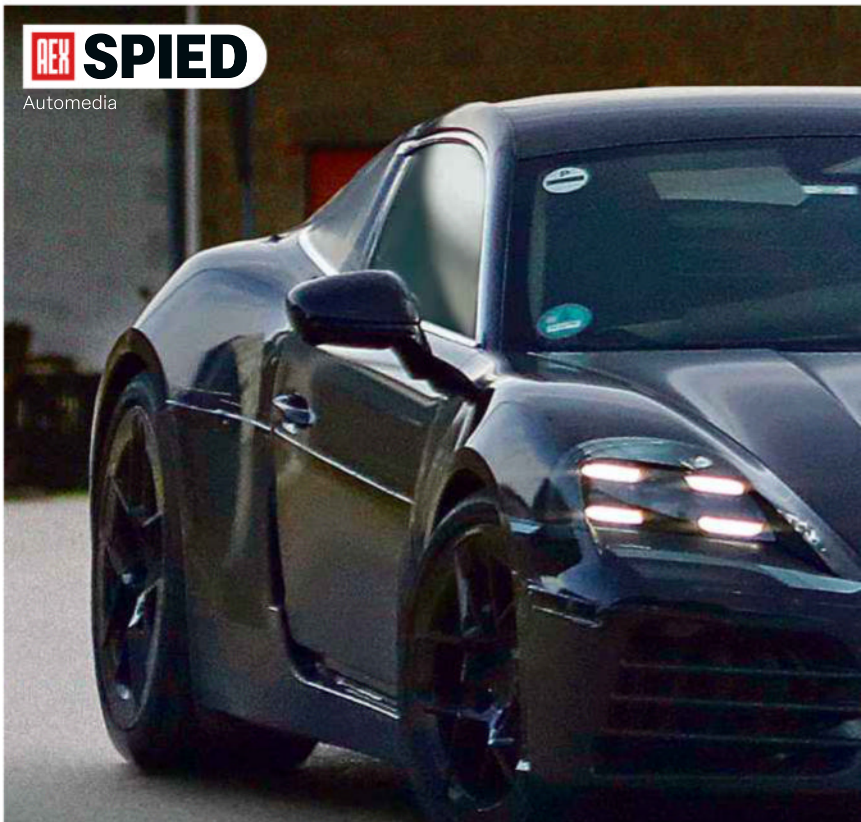
At the rear of the new car, Porsche will continue with its trademark lightbar, paired with a small aero device, which could be movable, as on all previous Boxsters and Caymans. This will sit below a new and much more streamlined fully glass tailgate that runs down the entire length of the rear towards the wing.

Up front, the Cayman will probably share the bulk of its design with its Boxster sibling, where the traditional set of four-point headlights will sit either side of a low bonnet. The prototype in these pictures – as do almost all of the Boxster prototypes that have been spied on the road so far – uses headlights that look almost identical to those on the pre-facelift Taycan; it remains to be seen if these will be fitted to the production car.

Beneath these, Porsche has fitted vertical intake vanes that are probably movable. This sort of 'active' intake has already been seen on other high-spec models like the latest 911 GTS, which suggests that the new versions of the Cayman and Boxster could be revealed in a mid to high-performance variant first, before more affordable models are added to the line-up in due course.

We expect to see a wholesale revision of the interior, too, using lots of design and functional elements from the 992-generation 911. There should also be a totally new digital interface that will replace the ageing but still functional set-up of the previous 981 generation.

Yet the big mystery remains about what we'll see when Porsche finally reveals technical details about its forthcoming electric sports car. There have been rumours that a dip in EV sales (and resale values) has caused Porsche to reconsider the viability of its electric Cayman, but on this evidence there's nothing to suggest the company is turning back.



SPIED

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STYLING
Cayman looks set to copy Boxster (below) with a low-set bonnet flanked by four-point headlights

> **"THE CAR ADOPTS THE SAME MID-ENGINED SILHOUETTE AS THE EXISTING CAYMAN, DEFINED BY A GENTLY SLOPING ROOFLINE"**

PLUS Boxster will lead Cayman into an electric future

BEFORE the all-electric Cayman, the Boxster EV will be unwrapped – quite suitably given that Porsche's open-top car first launched in 1996, with the Cayman arriving almost a decade later.

When it comes to the 718 model line's new architecture, Porsche CEO Oliver Blume previously said: "We're going to have one platform for our two-door sports cars, and [another] for our four-door sports cars."

He also confirmed that production of the 718 models will continue at the Zuffenhausen plant in Germany. Since then, we have found out that four-door sports cars, a 'city SUV', and a 'large SUV' (Cayenne EV) will sit on the latest PPE platform (used by the new Macan EV). Porsche's small sports cars, like the Boxster and Cayman EVs, will get a bespoke platform.

SPIED

Automedia

caught out in the open

all-new super coupé favourite

Hardcore CS takes M3 Touring to extremes

As well as chassis changes, there's a new splitter and red border on grille

LOVERS of fast estate cars rejoice, because the already thrilling BMW M3 Touring has received a healthy dose of extra power and chassis tweaks, and shed a few kilos to create the new M3 CS Touring.

Under the bonnet is a tuned version of BMW's 'S58' twin-turbo 3.0-litre in-line six-cylinder engine developing 542bhp – 20bhp more than before – and 650Nm of torque.

All this means the new M3 CS Touring can rocket from 0-62mph in 3.5 seconds – 0.1 seconds quicker than the standard version – and the top speed is 186mph.

Like the standard model, the M3 CS Touring pairs an eight-speed automatic gearbox with BMW's rear-biased, all-wheel-drive set-up. The 4WD Sport mode directs more power rearwards, while 2WD sends everything to the rear and deactivates the stability control. All the while, the M rear differential handles torque distribution.

The standard M3 Touring's kerbweight has been cut by 15kg, and styling changes match those on other CS models. Up front are a new splitter with extra aero fins, a stripped-back kidney grille pattern with an eye-catching red border, and distinctive yellow daytime running lights. There's also plenty of exposed carbon fibre, while tweaks to the rear are limited to matte black quad-exhaust tips and more red accents on the spoiler.

The M3 CS Touring will be built in a limited run, each costing from £120,600 – nearly £33,000 more than the regular M3 Touring. That's not surprising though, with the M3 CS saloon and M4 CS commanding identical premiums over their standard counterparts. The first cars will reach buyers in March.

"THE M3 CS TOURING CAN ROCKET FROM 0-62MPH IN 3.5 SECONDS AND ITS TOP SPEED IS 186MPH"

New top-of-the-range

Phil McNamara

Philip.Mcnamara@autoexpress.co.uk

Emblème-influenced shooting brake will be company's biggest model

EXCLUSIVE

STRIKING
Concept car is said to give distinctive hints towards the production model's appearance

RENAULT is plotting a new pinnacle to its range – a sleek and swoopy crossover inspired by the Emblème concept car. It's set to be the company's largest electric car, longer than the seven-seat Espace SUV that's still on sale in Europe.

"The Emblème is the purest expression of where we want to push the modern part [of Renault design]," the group's design director Laurens van den Acker told Auto Express. "Don't underestimate Emblème: it's a beautiful object. It's one thing to seduce [people] with a form that you know – it's another to seduce [them] with something completely new.

"For me, it's the proportion of the future. It's a little bit lower than an SUV, but it's taller than a saloon [because] we need to put the batteries in the floor."

The Emblème show car runs a range-extender hybrid, with the 40kWh battery pack charged from a plug or a hydrogen fuel cell mounted in the nose. The battery feeds a 160kW (215bhp) motor on the rear axle.

No current production Renault is rear-wheel drive, but future iterations of the Emblème's AmpR Medium platform should be flexible enough to site an electric motor up front, in the rear or even combine motors for high-performance four-wheel drive.

The big question, though, is whether the production Emblème will be electric or hybrid? The concept's hydrogen power is off the table due to the lack of infrastructure.

While arch-rival Peugeot uses 'multi-energy' platforms from its parent group Stellantis – meaning EV and combustion versions can be built on one architecture and go down the same production line – Renault's strategy is to have separate platforms.

Van den Acker says that if you mix the two powertrains, the additional frontal area needed to package combustion engines makes a car longer, but compromises interior space. "So you either have a long [hybrid] car that isn't spacious enough or a short [electric] car that is too heavy," he argued.

The Emblème has a 2.90-metre wheelbase (not far off that of the new BMW 5 Series), short overhangs and a stubby nose, which could be protected or enhanced by using the next-gen AmpR Medium platform.

It's too early to talk about electric range, but today's 87kWh Scenic has an official figure of more than 350 miles. The Emblème sits lower and is peppered with aerodynamic touches: hidden windscreen wipers and door handles, cameras replacing wing mirrors, a front cooling vent that opens only when needed and a flat underbody with an active diffuser to minimise drag. If the latter sounds like something out of Formula One, it is – the BWT Alpine F1 team assisted with digital wind tunnel testing.

"THE BIG QUESTION, THOUGH, IS WILL THE PRODUCTION CAR BE ELECTRIC OR HYBRID?"

Filante recalls

RENAULT has taken another trip down memory lane, this time to create a radical single-seat "laboratory on wheels" inspired by the brand's land speed record-breaking cars from the early 20th century. The aim is to push the limits of aerodynamics and today's electric-car technology.

It's called the Renault Filante Record 2025, but rather than chasing top speed, its creators will look to establish new energy efficiency records later this year with the outrageous 1,000kg car – while also experimenting with

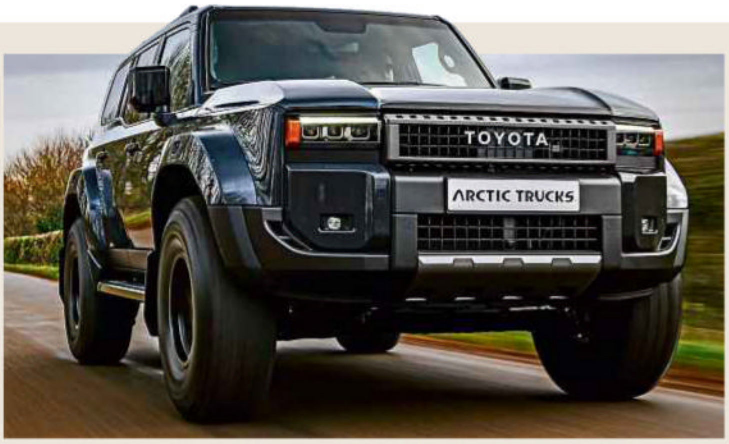
Renault swoops on in

record breaker

new technology that could find its way into production models.

The main inspiration was the torpedo-like Renault 40 CV 'des Records' from 1925 that broke several speed and endurance achievements. That was also a single-seater with an enormous, elongated bonnet and a cockpit pushed back as far as possible.

The 87kWh battery in Filante Record 2025 uses new cell-to-pack technology to maximise efficiency, reduce weight and make the most of its limited space, despite the car measuring 5.12 metres long.



Widened arches and 37-inch wheels are key features of the new AT37

Toyota Land Cruiser gets Arctic treatment

ICELANDIC expert Arctic Trucks has turned its expertise to the new Toyota Land Cruiser, preparing it for the kind of harsh conditions you'd find in the company's rugged backyard.

Having famously worked on enhancing pick-ups, the firm's latest project is based on the new Toyota Land Cruiser 250. Dubbed the AT37 – a reference to the 37-inch tyres fitted as part of a suite of modifications – the new model has been extensively reengineered by Arctic Trucks to deal with everything from icy tundra to the slopes of a volcano.

Those tyres are the most obvious change: depending on the market, the Land Cruiser AT37 will use BFGoodrich all-terrain T/A K03 or mud-terrain T/A KM3 rubber, wrapped around custom 17-inch alloys, and they contribute to a significant increase in ride height on their own. This is bolstered by two-way adjustable performance suspension supplied by Dakar specialist R53 Suspension, which adds another 40mm.

Since all this would look a bit daft under the standard Toyota Land Cruiser wheelarches, Arctic Trucks reprofiles those too, with a 10-piece widebody package that suits the Land Cruiser's chunky, retro-inspired lines. What isn't so clear is that in addition to a wider track, the new bodywork also houses an extended wheelbase, achieved by relocating the rear axle. The company has also designed custom mudguards for the wider wheels and tyres.

Engineering has been undertaken by both AT's Icelandic division and a team in the UK's 'Motorsport Valley', with input from Toyota's distributor in Africa – another region where it doesn't hurt to have just a little more off-road capability.

No pricing information has been confirmed, but the Land Cruiser AT37 will go on sale this year in Europe, North America, the Middle East, and Africa.

Flagship Morgan on the way as Plus Six bows out

MORGAN prides itself on its history, and in its 115th year it is bringing out a new flagship, in keeping with the firm's character.

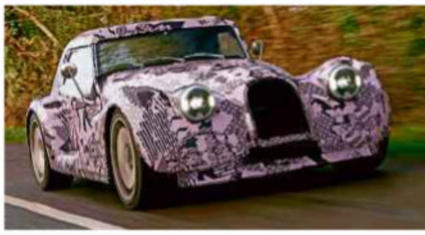
The image below provides us with our first official look at the newcomer, and while it's still under camouflage, we can see the traditional lines of the outgoing Plus Six remain intact.

There's no confirmation of what the model will be called and while the Malvern-based company says it won't be a direct replacement for the Plus Six – which is bowing out this year with the limited-run Pinnacle edition – the new model shares plenty with the old car.

For starters, it will sit on an evolution of the company's bonded aluminium CXV platform and – although it's yet to be confirmed – we expect Morgan's traditional use of wood for the frame to continue.

BMW's straight-six 3.0-litre turbocharged engine will power the rear wheels with a similar output to the old car's 335bhp, with 500Nm of torque and an eight-speed ZF automatic transmission.

The camouflaged car also sports a hard-top – which we assume to be removable – with a soft-top canvas hood likely to be offered when it arrives in spring. At the rear there will be a twin-exit exhaust system, just like on the Plus Six, and rounded, retro rear lights. Expect to pay around £97,000.



Disguised Morgan can't hide its roots

£55m investment in EV

Chris Rosamond

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New initiatives aim to tackle lack of consumer enthusiasm for the EV switcho

Andy Hughes

ON-street EV charging is getting a boost, thanks to an investment announced by Chancellor Rachel Reeves as part of the Government's package of growth measures for the UK economy revealed in a speech last week.

It comes as reports also emerge of a proposed scheme for cheaper Government-backed loans for EV buyers, with the UK scrambling to boost private uptake of electric cars in the face of consumer reluctance to embrace the new technology.

The Treasury has announced a £55 million investment in car charging firm Connected Kerb, via its National Wealth Fund (NWF), which is financed by taxation and Government borrowing. Its purchase of an equity stake means taxpayers will own what the NWF says is "a minority stake" in the business, which will use the funds to quadruple its number of on-street charge points to 40,000.

Meanwhile, it has been reported that Government-backed EV loans could be on the cards, with ministers said to be in talks with car finance providers. The hope is that if it acts as guarantor, lower interest rates or even zero-interest-rate loans can be offered to tempt prospective buyers into the electric car market.

The news that the Government and lenders are in talks suggests a link to the unexpected intervention, two weeks ago, by the Treasury into the 'undisclosed commission' saga, where loan providers could face billions of pounds' worth of compensation payouts to consumers thanks to a Supreme Court ruling that's currently subject to an appeal.

The Treasury intervention ahead of the appeal hearing came in the form of a letter from lenders to the Supreme Court alleging that any compensation payouts due to car buyers would have the "potential to cause considerable economic harm and could impact the availability and cost of motor finance for consumers".

> **"NEW GOVERNMENT-BACKED EV LOANS COULD BE ON THE CARDS, WITH MINISTERS SAID TO BE IN TALKS WITH CAR FINANCE PROVIDERS"**

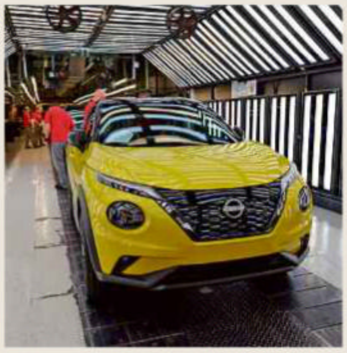
The Government has previously subsidised new EV purchases via its Plug-in Car Grant (PiCG), which slashed thousands of pounds from the cost. However this incentive ended in 2022, with the previous Government suggesting that the market had matured sufficiently to be self-sustaining.

Ditching the PiCG left the UK out of step with most of Europe, where sales incentives have been maintained, and the Government has been under significant pressure from car manufacturers to act.

They want to see a relaxation of electric car sales quotas under the Zero-Emissions Vehicle Mandate, which sets out the path to a full transition to a zero-exhaust emissions new-car fleet by 2035, and currently bars internal combustion-only new car sales (excluding hybrids) from 2030.

Car manufacturers have also been lobbying for a fresh package of taxpayer-funded incentives to reduce the cost of new electric cars, as well as a reduction in the VAT payable on electricity by anyone needing to use public chargers, bringing it into line with the lower rate charged on domestic electricity used by EV drivers topping up at home.

There are plenty of signs to suggest that more needs to be done. On the day of the Chancellor's speech, a survey of 1,000 drivers conducted by insurance platform Quotezone suggested that 90 per cent don't believe the UK is ready for EVs, while four-fifths of drivers think the planned 2035 ban on new petrol and diesel vehicles is coming too soon.



Nissan's UK factory under threat

UK car production at its lowest level since the fifties

BRITAIN'S automotive manufacturing sector is set for its worst output in over half a century, with industry officials citing the "growing pains" of the current transition to electric vehicles and experts warning about the possible threat of new tariffs from US President Donald Trump.

The latest figures from the UK's Society of Motor Manufacturers and Traders (SMMT) show that UK car production fell by almost 14 per cent last year to just 779,584, with the number of light commercial vehicles (LCVs) rising marginally by four per cent, although the imminent closure of the Stellantis factory in Luton will affect this.

As firms continue to restructure to produce more electric models to meet ZEV targets, things are expected to get worse before they get better. Independent estimates hint that the UK will produce only around 775,000 cars in 2025 – mirroring 2022's performance, and marking the lowest output since 1956.

charging infrastructure

ver

DEVELOPMENT
Vantage variants will compete with versions of the Porsche 911

Aston Martin to offer more versions of its core models

ASTON Martin CEO, Adrian Hallmark, says his company needs to focus on customer retention and giving buyers reasons to upgrade rather than launching new core models and broadening its product line-up.

"We've gone through this frenzy of product development," Hallmark said – referring to the new DB12, DBX707, Vanquish and Vantage, which all launched within 18 months of one another. "It almost worked, but not every car was perfect on day one. There have been delays left, right and centre. But the ambition, the product portfolio, is the best [Aston has] had," he said.

He referenced Porsche as an example of a company that keeps its customers coming back and regularly upgrading their cars: "Vantage is a great car," Hallmark said. "But [the Porsche] 911 has 15 derivatives in a five-year period."

"What we need to do for customers that buy an early Vantage, DB12, DBX or something, is after two years – because the average ownership cycle in luxury is around two years – there's got to be a reason to buy a better Vantage. And in two years after that, another better Vantage. We've never had that intensity of lifecycle innovation that we need." Hallmark suggested a solution may be a series of harder, faster, or more luxurious models – aligning variants of cars such as the Vantage with the extensive 911 range, which now includes everything from the base Carrera, to the hybrid GTS, track-focused GT3 RS and flagship Turbo S.

He'll also look to offer greater scope for personalisation and extra choice when it comes to optional extras or packages at the point of order.

The CEO added: "I asked the team to list out every option of every luxury brand offered above the base car – the options that everybody else offers that we don't. What number do you think we're missing?"

The answer, apparently, is 190 separate items or extras. "Titanium exhausts, carbon wheels, high-end audio. The value of that alone is phenomenal," he said.

> **"THERE'S GOT TO BE A REASON TO BUY A BETTER VANTAGE, AND THEN ANOTHER VANTAGE"**

Quirky i5 will be given a wider choice of battery options

Improved range for i5 and new diesel engine for X3

A LONGER range for the i5 and a new six-cylinder diesel engine for the X3 are among a series of updates being introduced by BMW in 2025.

The i5 saloon and Touring get a handy boost with up to 47km (or 29 miles) of extra range, while the X3 is now available with the brand's latest 3.0-litre in-line six-cylinder turbodiesel, in the X3 40d xDrive.

Elsewhere in the line-up, the 2 Series Gran Coupé hasn't even hit the road yet and already the firm has announced two new variants: a 120bhp 1.5-litre petrol 216 Gran Coupé (with a 0-62mph time just sneaking under 10 seconds), and a 215bhp, four-cylinder 223 xDrive Gran Coupé. This manages 0-62mph in 6.4 seconds.

In addition, owners with a car running on the brand's operating system 9 (such as the latest 1 Series) will find YouTube becomes available in their infotainment systems.

Dealers can haggle on EVs, as VW ditches direct sales

THE Volkswagen Group will stop selling VW, Skoda and Audi EVs directly to customers in the short to medium term, blaming the slow take-up of electric cars for the rethink.

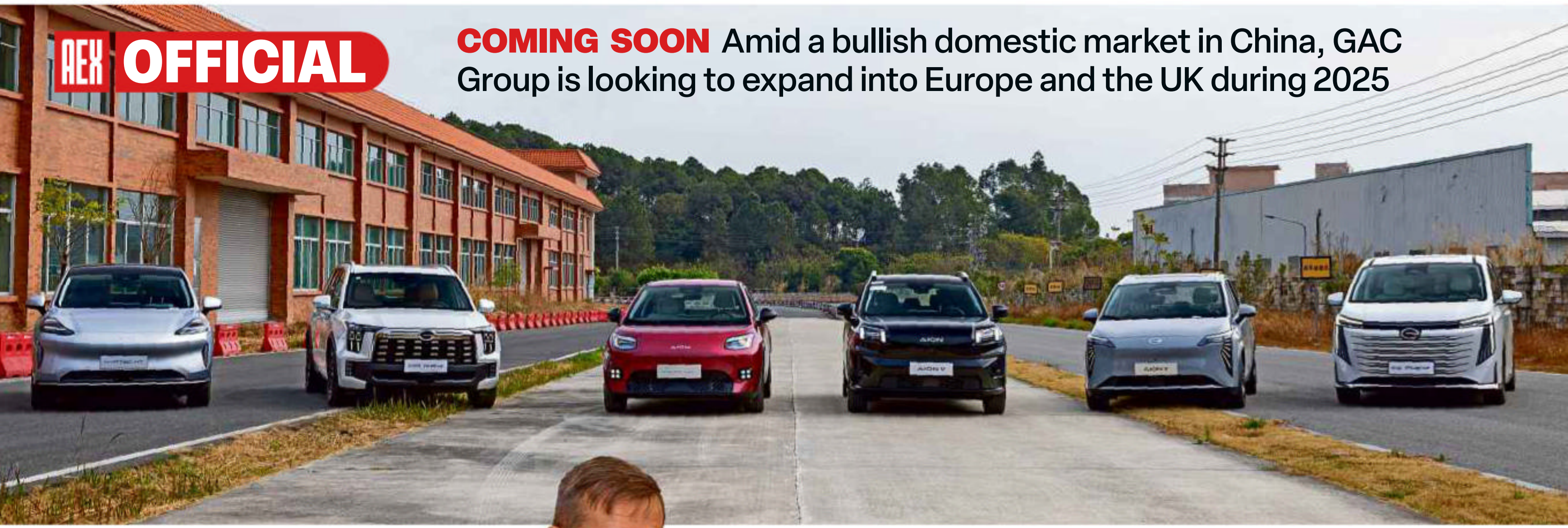
The company is one of many firms delaying or reversing non-traditional sales models, which saw dealers become agents charged with delivering the cars, but at a price set by the manufacturer. Ford, JLR and Stellantis have also moved away from direct sales in recent months. The VW Group says the agency model remains its 'Guiding Light', but suggests the less than eager uptake of electric cars across Europe has forced a rethink and the original plan is on hold, other than with its Cupra brand.

See Buying Cars, p65

China's GAC plans Euro

AEX OFFICIAL

COMING SOON Amid a bullish domestic market in China, GAC Group is looking to expand into Europe and the UK during 2025



THOMAS SCHEMERA GAC Global COO

MARKET DEBUT GAC line-up (top) will arrive here in September. Premium Hyptec sub-brand could follow in 2026, although wild SSR hypercar is unlikely to make it here

Dave Humphreys

THE GAC Group (Guangzhou Automobile Group) is gearing up to become the latest Chinese car maker to set up shop in Europe. Having confirmed its intention to enter the European market at last year's Paris Motor Show, the company's senior management has revealed more details to Auto Express, including an expected timeline for opening its new dealer network across the UK.

Already one of China's largest car manufacturers, GAC markets vehicles under three brands: Aion, Trumpchi and Hyptec. GAC also has joint-venture agreements with Toyota and Honda to manufacture vehicles under licence in mainland China.

As part of its expansion, GAC has hired Thomas Schemera, the former BMW M and Hyundai VP of marketing, as its Global COO. While the product rollout strategy is still undergoing evaluation, Schemera told us he is focused on getting it right first time, noting how other Chinese brands have faltered.

"We are going to enter the European market very soon with a different approach. How this will look in detail hasn't been decided yet, but we know that we want to avoid the mistakes that other Chinese competitors have made," he said.

> **"WE ARE GOING TO ENTER THE EUROPEAN MARKET SOON WITH A DIFFERENT APPROACH. WE WANT TO AVOID THE MISTAKES OTHERS MADE"**

Despite Schemera's comment, it has been confirmed that all models GAC brings to Europe will sell under the GAC name, with any respective sub-brand taking up the parent badge. For example, the GAC Aion V (driven, right) – the company's debut model to reach these shores – is a 4.6-metre-long mid-size SUV similar to the Volkswagen ID.4. It will feature a 221bhp electric motor and a 75.3kWh battery with a 323-mile range. Beyond that, GAC could look at bringing in the Aion UT (driven, far right). A rival for the BYD Dolphin, Volkswagen ID.3 and MINI Cooper, the UT could undercut rivals on price without skimping on equipment. Features such as a 14.6-inch display, electric seats, class-leading space and a 270-mile range give it lots of potential. A cheaper 44kWh LFP battery, already available in China, could further boost the car's appeal with buyers.

The first European cars will go on sale in Portugal and Poland in April, followed by a rollout in other markets. Right-hand-drive models are already made for Asian markets, and we're told cars will arrive here in autumn.

"We will introduce these right-hand-drive cars to the UK starting in September this year," Jiang Han, deputy GM of GAC Europe told us. When pressed for more detail on GAC's planned sales presence in the UK, he added: "We don't have exact numbers, but maybe five or six main dealers [initially]."

The group may also choose models from its premium Hyptec brand to broaden its range from 2026, although it's unlikely that the electric SSR hypercar will make it this far, yet.

GAC's late arrival in Europe means it will be burdened with high 45 per cent tariffs, but it is looking at establishing production facilities in Europe to reduce its cars' pricing. Aware of the mixed consumer sentiment towards Chinese brands, GAC president Wei Haignag optimistically quoted Confucius: "Is it not delightful to have friends coming from afar?"

SHOULD YOU BUY A CHINESE CAR – AND IF SO WHICH ONE?
Our 6-page guide starts on page 32

o launch later this year

Aion V will be a lower-priced alternative to models such as the Ford Explorer and Kia EV6

DRIVEN Aion V – GAC's new compact pure-electric SUV

GAC will launch in the UK with the Aion V as its sole model later this year. The mid-size SUV will feature a single powertrain option, which consists of a 75.3kWh battery and a 221bhp motor driving the front wheels. That puts it up against the Ford Explorer, VW ID.4 and the refreshed Kia EV6, although it is expected to be positioned at the lower end of the segment in terms of price.

Despite this, the Aion V doesn't appear to skimp on quality, with a pared-back design similar to that of the Leapmotor C10. An 8.8-inch driver's display is supplemented by a 14.6-inch screen that supports smartphone integration and handles interior controls such as cabin temperature. Remote access via an app and over-the-air updates are planned.

A good driving position provides plenty of visibility, while a driver-monitoring camera fitted to the A-pillar detects distractions. The floating centre console has space for two phones, with a built-in charging pad, and there is additional stowage below, as well as cup-holders.

Performance is adequate, with the 221bhp motor producing 240Nm of torque. 0-62mph takes 7.9 seconds, which is enough to tell you that this car isn't all about straight-line acceleration.

The ride comfort is good, and the body control is kept in check. There is some pitch and dive under harder acceleration and braking, but body roll in the corners isn't pronounced. Overall refinement is also good, with the acceptable levels of wind and road noise only becoming noticeable at motorway speeds.

ESSENTIALS

GAC Aion V

Price: £35,000 (est)
On sale: Autumn
Power/torque: 221bhp/240Nm
Range: 323 miles
Maximum charging: N/A

VERDICT ★★★½☆

AS a first offering, the Aion V ticks many boxes, notably in terms of interior space and in-car technology. It's not as polished as some European models to drive, though.

Aion UT has a quality feel, with handling to rival European brands

DRIVEN GAC Aion UT joins sporty supermini market

LOOKING very much like a car that has dipped into the MINI Cooper, GWM Ora 03 and Volkswagen ID.3 design buffet, the GAC Aion UT has plenty of kerbside appeal. From its flush door handles and distinctive LED daytime running lights, to the two-tone colour scheme on its curvaceous bodywork, it's already got some of the hard work out of the way in its efforts to woo buyers. Occupying a 4.2-metre long by 1.5-metre wide footprint, it's a practical size, too.

Inside, a familiar story unfolds compared with other Chinese cars, with an 8.8-inch digital instrument display and a 14.6-inch touchscreen, although this one doesn't rotate, like BYD's units. There's a pleasing amount of passenger space, complemented by a flat floor, although it's still rather cosy with three adults in the back. Boot capacity is good, but the rear wheelarches intrude more than on some rivals, reducing space.

If the UT comes to Europe, it'll likely be with a 60kWh battery, which has a WLTP range of 270 miles. However, smaller batteries may be added to hit price points.

A long wheelbase gives it a stable feel and it drives more like a larger car. While the suspension isn't as well damped as we'd like, the low 1,540kg kerbweight makes it feel nimble and the 134bhp motor is lively.

ESSENTIALS

GAC Aion UT

Price: £22,000 (est)
On sale: TBC
Power/torque: 134bhp/N/A
Range: 267 miles
Maximun charging: 30-80% in 25 mins

VERDICT ★★★½☆

THE GAC Aion UT looks and feels like a car that hits the sweet spot for affordable yet enjoyable electric-car ownership. It has enough space for small families, an appealing design and is quite good fun to drive.

AUTO EXPRESS

FIRST FOR DRIVES

26 **JAECOO J7 SHS**
Chinese PHEV SUV rated

28 **NISSAN ARIYA NISMO**
Is EV worthy of famous badge?

30 **UPDATED RANGE ROVER**
New tech for luxury 4x4

Citro

FIRST DRIVE French firm ta

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

DESPITE sitting on a supermini platform, the new C3 Aircross takes aim at the SUV sector with petrol, hybrid and full-electric power. There's also the choice of five or seven seats, so the C3 Aircross – or the e-C3 Aircross should you prefer an EV – has lots of showroom appeal.

Just like the C3 and e-C3 superminis, with which the C3 Aircross shares its new Smart Car architecture (nothing to do with the Smart brand) the C3 Aircross focuses on value. Prices start at a touch over £20,000 for the pure-petrol option or just under £23,000 for the e-C3 Aircross, with the hybrid model from £23,700. Those figures are for the entry-spec Plus trim, with the plusher Max available on the hybrid and EV for £2,000 more.

The C3 Aircross is longer, wider and taller than the C4 hatch, but sits below it in Citroen's range. It faces tough competition, including the latest Dacia Duster and the updated MG ZS. Fellow Stellantis brand Vauxhall has also made use of the platform for its new Frontera, so that's an alternative, too. As with that model, a seven-seat option (£765) is offered on petrol and hybrid versions of the Citroen.

The pure-petrol car features the familiar 99bhp 1.2-litre turbocharged three-cylinder engine that's used throughout the Stellantis group. It's paired with a six-speed manual gearbox. The Hybrid 136 uses a 134bhp turbocharged three-cylinder unit linked to a six-speed dual-clutch automatic transmission that integrates a 28bhp electric motor. Citroen claims up to 50 per cent of the hybrid's driving will be done on electric power around town.

As ever, Citroen's approach is focused on comfort, but trying to couple this with a good-value small vehicle seems a tall order when you factor in the lack of sound deadening, suspension technology and refinement usually found at this price point.

The C3 Aircross doesn't have adaptive air suspension and although the overall spring and damper set-up is the same as in the Frontera, the Citroen benefits from what the company calls Advanced Comfort Suspension with Progressive Hydraulic Cushions – essentially some extra bump stops to soak up harsh surfaces and ruts. They work in conjunction with the brand's funkily styled Advanced Comfort seats (which feature memory foam) to deliver comfort levels worthy of bigger cars.

Despite being positioned below the C4 hatchback, the C3 Aircross features wider tyres. Over scarred surfaces, there can be a harshness to the ride and some audible road roar, possibly caused by that thicker rubber. But at motorway speeds, it's impressively quiet and refined for a small car.

The Smart Car platform – as we've seen with the Frontera – means the Citroen weighs less than expected for a vehicle of this size. The petrol C3 Aircross tips the scales at 1,298kg, the Hybrid 136

> **"It won't win a traffic light grand prix but it's smooth and rides well on broken surfaces"**

ON THE ROAD
While not especially sporty or engaging to drive, C3 Aircross is assured and stable at all speeds

en C3 Aircross

kes all that's great about the C3 supermini and refines it in chunky new small SUV

RIDE COMFORT Despite the lack of air assistance, Citroen's Advanced Comfort Suspension delivers impressive refinement over broken and rutted road surfaces

ESSENTIALS

Citroen C3 Aircross Hybrid 136 Max

Price: £25,740

On sale: Now

Powertrain: 1.2-litre three-cyl, 1x e-motor

Power/torque: 134bhp/230Nm

Transmission: Six-speed dual-clutch automatic,front-wheel drive

0-62/top speed: 10.1 seconds/120mph

Economy/CO2: 53.3mpg/121g/km

Size (L/W/H): 4,935/1,850/1,660mm

PERFORMANCE

Hybrid 136 is lively and quick off the mark; e-C3 Aircross drives smoothly, but small battery limits range

1,389kg and the e-C3 Aircross 1,504kg. For reference, the smaller C4 Hybrid 136 weighs in at 1,410kg.

That low kerbweight has an effect on the way the C3 Aircross behaves in bends. There's little feedback from the steering, which requires a fair amount of input in tighter corners. It's predictable, though, and the grip is more than most drivers will need, with little body roll upsetting the dynamics.

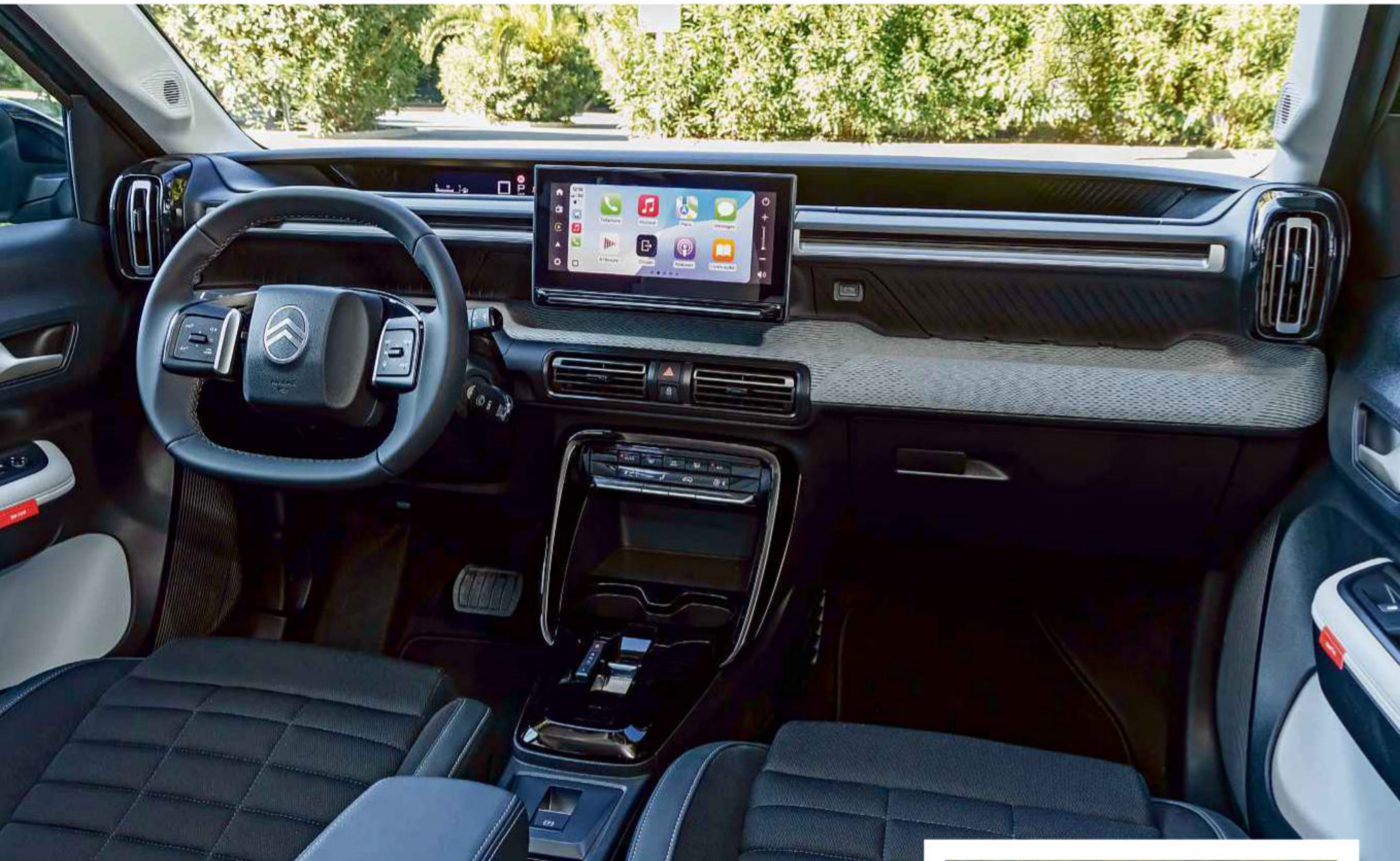
We drove the Hybrid 136 and electric e-C3 Aircross, and the power delivery is notably different between the two, as you'd expect. The electrical assistance in the Hybrid 136 was responsible for 15 per cent of our drive, which was impressive, given the variety of roads on which we drove the car.

The all-electric e-C3 Aircross uses the same set-up we saw in the new e-C3 supermini and its Frontera Electric sibling. A 44kWh battery sends power to a front-mounted motor with 111bhp and 125Nm of torque. The e-C3 Aircross won't win a traffic-light grand prix, but it's smooth, and thanks to its extra weight, we found it rode better than its lighter hybrid counterpart.

More importantly, the e-C3 Aircross's range stands at 186 miles. There's no heat pump, so year-round range will be inconsistent, but we saw a 150-mile range after some hard driving. A larger-battery model arriving later this year claims a 250-mile range.

The interior, meanwhile, offers "all the features of a living room on wheels", according to Citroen. We like the fabric used for the centre section of the dash and the splashes of light grey trim, which help make the cabin feel inviting, in contrast to the large amounts of black plastic used elsewhere. That's to be expected, of course, from a car at this price.

Despite similarities to the Frontera, the C3 Aircross gets a different driver's display and some neat touches, such as the Eiffel Tower and a cockerel emblem in the rear side window, plus



PRACTICALITY

Cabin is well laid-out, while Advanced Comfort seats are superb. Rear legroom is impressive and large load area is flat and functional

“be cool” and “feel good” labels on the doors. The Vauxhall, by comparison, just has generic colours.

Driving information is shown on a slim head-up display, rather than dials, and you look over the steering wheel to read it. It works in a similar way to Peugeot’s i-Cockpit, but we think Citroen’s set-up is better since the wheel never obscures the display.

The 10.25-inch central touchscreen is subtly angled towards the driver, and comes with wireless Apple CarPlay and Android Auto connectivity as standard. Its built-in infotainment system, meanwhile, is simple to navigate and clearly laid out, if occasionally laggy. The steering wheel also features buttons that are easy to use on the move.

During our drive, the speed-recognition was wrong on multiple occasions – even registering an 80km/h sign as 20km/h at one point. The beeping from the speed limit assistant was annoying too, but you can cancel this via a button on the dash.

The C3 Aircross comes with five seats as standard, and Citroen expects the majority of customers will go for a car with this configuration. Without a third row of seats, the 60:40-split rear bench sits 65mm further back, making the most of the 2.76-metre-long wheelbase to create more space for those in the back.

We certainly found enough legroom for six-footers to get comfortable, with space under the front seats for their feet, while the car’s brick-like shape and high roof ensure good headroom. That said, it’s sparse back there, with just two USB-C charging ports and a 12V socket. In the hybrid, there’s also a centre tunnel that impacts legroom.

If you decide to go for the seven-seat layout, folding down the ‘easy-tilt’ seats is a simple job using the pull tabs, but the rearmost seats only offer enough space for children. We tried them out, and adults found their legs crushed up against the seats in front, and there was no room for their feet. The Dacia Jogger, on the other hand, can happily seat seven adults. The third-row seats in the Citroen don’t have Isofix child-seat mounts, either.

The regular C3 Aircross has a 460-litre boot and a wide, square load bay, plus a height-adjustable floor. Luggage capacity expands to 1,600 litres with the rear seats folded, but with seven seats in place, the C3 Aircross has only 40 litres of boot space.

STYLING

Chunky mini-SUV looks are enhanced by two-tone roof and clever design details, including some uniquely Citroen-style quirks

AEX VERDICT ★★★★½

MUCH of what made the e-C3 our Car of the Year in 2024 can be seen in the larger C3 Aircross. It rides well, will cost buttons to run and feels spacious enough inside to belie its supermini underpinnings. There’s a useful variety of powertrains and while the seven-seater’s rearmost seats may only be suitable for kids, it’s a welcome option at this end of the market. Throw in extremely appealing pricing and Citroen’s new SUV should be a hit.

ESSENTIALS

Jaecoo J7 SHS Luxury

Price: £35,065
On sale: Now
Powertrain: 1.5-litre 4cyl, 18.3kWh battery, 1x e-motor
Power/torque: 201bhp/310Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 8.5 seconds/108mph
EV range: 56 miles
MPG/CO2: 403mpg (WLTP)/23g/km
Size (L/W/H): 4,500/1,865 /1,680mm

Jaecoo J7 SHS PHEV

FIRST DRIVE Chinese brand's premium SUV employs some clever tech, but is still found wanting in a few critical areas

Ellis Hyde
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JAECOO is the latest in a wave of Chinese brands that have made their way to the UK. It's owned by Chery, which has been the country's biggest car exporter for the past 20 years or so, and also owns Omoda, which launched here last summer with a philosophy of 'affordable premium'.

Jaecoo, meanwhile, is pitched as the generally more upmarket marque. Its cars have a more rugged appearance and the brand is attempting to go after the likes of the Audi Q3, BMW X1 and MINI Countryman with its first offering, the Jaecoo 7.

Prices start from £29,435 for the entry-level, front-wheel-drive petrol model, stretching to £35,065 for the range-topping, plug-in hybrid version we're driving here. It's officially named the Jaecoo 7 SHS, which stands for 'Super Hybrid System'.

On the plus side, the 7's pricing undercuts the Audi and BMW, which both start from around £36,000 – although our current class favourite, the MINI, also starts from £29,000. But a big concern for the 7 has to be that countless other, more established SUVs are available for similar money, from the value-focused MG HS, to the more practical Hyundai Tucson and Kia Sportage.

It's obvious which brand has inspired the design of the 7, to the point that some might think it's a new Land Rover. We can't give Jaecoo any points for originality, but we understand why it would want to take 'inspiration' from the most desirable SUVs you can buy when launching a premium off-road brand.

The 7 is an imposing car, thanks to its enormous 'waterfall' grille, square front end and classic SUV shape. As with some of the smaller Range Rover models, the interior is minimalist, and features a tall, wide centre console. Even the three-spoke steering wheel looks suspiciously similar.

That said, the 14.8-inch touchscreen is sharp and responsive, and the 10.25-inch instrument panel is clear. The newcomer also offers good passenger space, but the 412-litre boot capacity is behind rivals.

Other kit inside includes a head-up display, a wireless charging pad, a 540-degree camera system, heated and ventilated front seats, a full-length panoramic sunroof and more than 20 advanced driver-assistance systems.

One of them is a driver-monitoring system that we found very annoying, because it would bong if we glanced at the screen, or even when we were looking at the road ahead. And if we peered at the driver's display to read the warning message to pay attention, it would reprimand us for being distracted.

The 7 SHS features a 1.5-litre petrol engine that works with an e-motor and an 18.3kWh battery to deliver up to 56 miles of electric driving and, supposedly, up to 403mpg; as with all PHEVs that figure should be taken with a pinch of salt, however.

What sets the company's Super Hybrid System apart is that it supposedly never lets the battery run flat. When it does start getting low, the engine awakens from its slumber to generate more energy. Depending on the situation, it can also work with the e-motor to drive the front wheels, or go it alone. When we tested the 7 SHS across a mixture of roads, it felt like we were driving a pure-electric car, because the engine barely made a sound. And when it was required to deliver some extra oomph, it emitted a rather distant noise.

Buyers will appreciate the commanding driving position, but the car isn't as refined as a Range Rover and while forward visibility is excellent, the same can't be said of the view through the rear screen.

On the motorway we noticed a lot of noise in the cabin, as well as vibrations in the seat and steering wheel, while the ride was also a letdown. It's not uncomfortable, but the car never settles and is easily upset by the bumps of British B-roads.

The Jaecoo feels smoother and more stable in pure-petrol form, presumably because it's lighter. Twistier routes expose the vague steering, though, and the car loses grip and runs wide if you're not careful in corners. A bigger and more surprising issue, though, is the slow reaction from the electric motor at low speeds. It quickly reminds you this is not a fully electric car after all.

"Twistier routes expose the vague steering and the car loses grip and runs wide if you're not careful"

At the end of our testing, the Jaecoo indicated an economy figure of 47.9mpg – about the same as we've seen for the full-hybrid Tucson and Sportage, which offer the advantage of not needing to be plugged in and are made by well established brands.

JAECOO
LP74 AGY

Otis Clay

JAECOO
LP74 AGY

ON THE ROAD
Jaecoo looks the part and is pleasant and easy to drive around town, but push it to its limits and it soon comes unstuck. Spacious luggage area and neat cabin are impressive touches, though

SCREEN
The central touchscreen is large and easy to read, but if you glance at it, then the built-in driver-awareness system will emit an audible warning

RIDE
Ride quality is inconsistent, especially on broken surfaces where vibrations pass through the cabin, but the pentagonal alloys look good

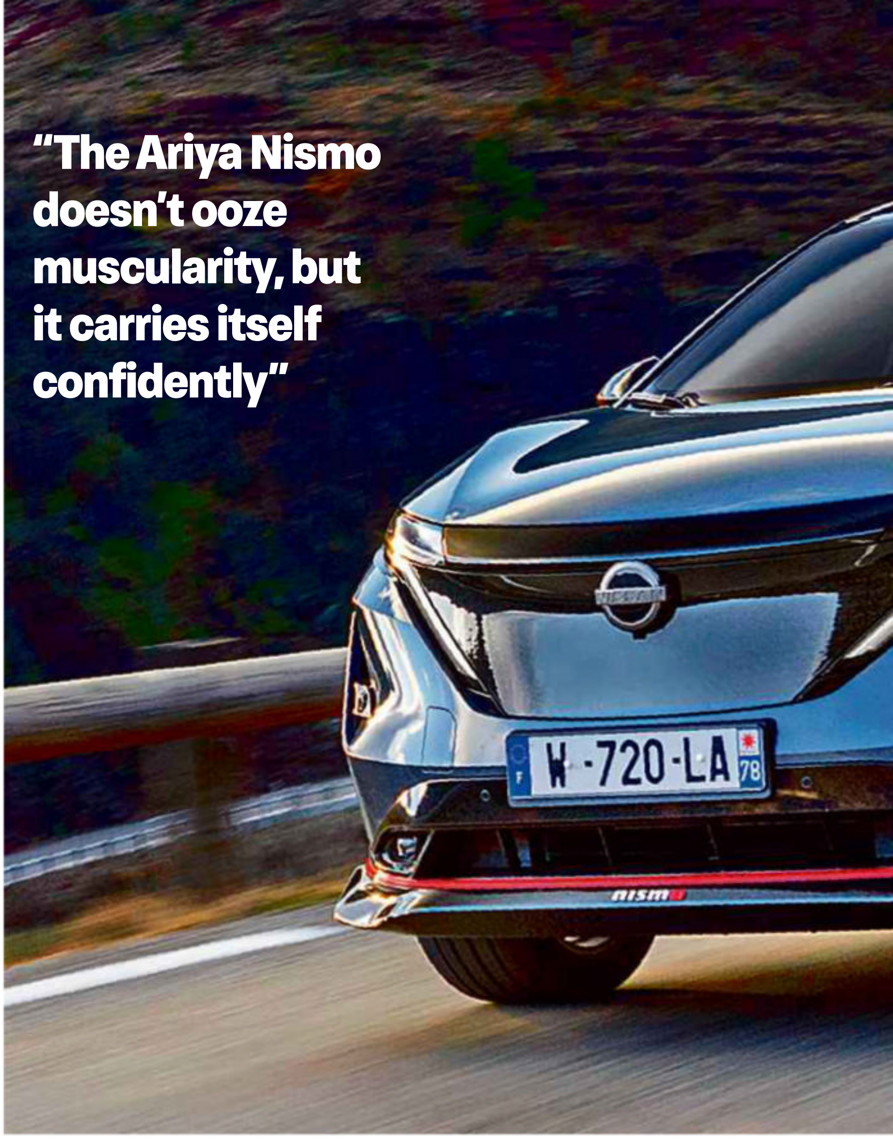
DETAILS
Pop-out door handles are a neat touch, inspired by much more expensive rivals. Many of the Jaecoo's features are similar to those found on the Range Rover Velar

VERDICT

★★★⯪☆

IT'S hard not to see the Jaecoo 7 as inspired by the Range Rover Velar, which has clearly influenced the bullish design that helps the PHEV SUV make a strong impression. We expect some buyers will be attracted to the Jaecoo 7 for its looks, and the amount of standard equipment could seal the deal. However, the driving experience isn't as polished as in established rivals.

ON THE ROAD
There's nothing overly clever about the Ariya's suspension set-up, but the Nismo tweaks have certainly improved the car's responses; its steering is still short of feel, though



> "The Ariya Nismo doesn't ooze muscularity, but it carries itself confidently"

Nissan Ariya Nismo

FIRST DRIVE Applying a legendary Japanese performance brand name to an electric SUV is a bold

Steve Sutcliffe

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WE rate the Nissan Ariya at Auto Express. It's a strong electric SUV that offers space, style, quality and value in equal measure, and it's an engaging car to drive, too. So much so, that we voted it our outright Car Of The Year in 2022.

Presumably, then, a Nismo version with more performance, plus sharper handling and looks, should be peachy, shouldn't it? The answer is yes, and no.

Yes, because the Nismo Ariya does indeed look tastier and goes harder than the standard car thanks to its potent twin electric motors. Although its 87kWh battery is unchanged, power rises to 429bhp from 302bhp, dropping the 0-62mph time to 5.0 seconds (from 5.7sec). Torque is unchanged at 600Nm.

No, because compared with rivals such as the Hyundai Ioniq 5 N, Kia's EV6 GT and the Tesla Model Y Performance, the Nismo's performance is lagging behind. Nissan says it's because the car is more of a VW ID.5 rival, hence its competitive £56,620 price.

And yet, all is not quite as it seems with this car, because while on paper the Nismo Ariya appears lacking, in reality it doesn't matter as much as you may think. In the flesh, it's a car that's strong on desirability, with striking styling inside and out, plus a cavernous cabin that contains enough Nismo fizz to distinguish it from lesser models. Think of it as Nissan's equivalent to a BMW M Sport, rather than a full blown cousin of the legendary GT-R.

From its 20-inch Enkei wheels to its red stripes and spoilers, the Ariya Nismo doesn't so much ooze muscularity, but it carries itself confidently.

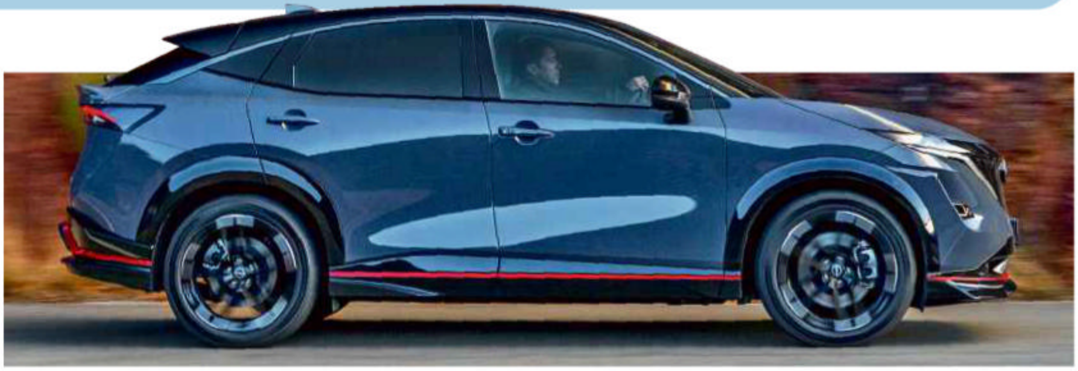
Its suspension is stiffer in an attempt to make it appeal to keener drivers. The ESC system will allow more slip than standard, while as much as 60 per cent of the torque can be deployed by the rear motor to make the car more responsive. It's not an oversteer monster by any means, but it's more playful than regular Ariyas, and not just because it's punchier in a straight line.

The steering and brakes have also been retuned, with four drive modes: standard, eco, Nismo and snow. Depending on which you choose, the e4ORCE system sends torque to the end of the car that can best deliver it. Engineers claim there's 12 per cent more grip, more involvement and a 50-70mph time of just 2.4sec – quicker than a 370Z Nismo.

Despite that, the Ariya makes no attempt to match what's gone before. Instead it's a Nismo-lite

NISSAN
W-720-LA

move, but it works – to a certain degree, at least



UNIQUE STYLE Nismo model stands out from other Ariyas thanks to 20-inch Enkei alloy wheels, front and rear spoilers and a thin red styling stripe that runs around the car's entire lower bodywork

and paves the way for what's to come: Nissan says there are more Nismos on the way but won't confirm what they are. Right now, the Ariya version is a competitively priced, rapid, good-to-drive extension to an already great range of electric SUVs.

Inside, it's as well packaged as it is built, with space for five adults, plus a decent, if shallow, luggage area. It also comes with all the toys you could hope for at £56k, including a 10-speaker Bose sound system, head-up display, 12.3-inch TFT screen and a Virtual Personal Assistant.

As such the Nismo is an easy car to like and a difficult one to seriously criticise, even if there are a few caveats. The first concerns the steering which, disappointingly, lacks feel on the move, even though it's as light as it is accurate and gains weight at speed. The second is the ride, which was fidgety and over-firm even on smooth French roads, so will inevitably become an issue on typical UK surfaces.

The third is arguably the most significant, and it concerns the time to charge. At an AC point it will take 22kWh, but at a DC point it will only accept 130kWh, which means it'll take twice as long as rivals at ultra-fast charge points. Plus the WLTP range of just 261 miles means a real-world range of less than 200 miles. If you can live with this because you charge mostly at home, then the Nismo Ariya is worth a look, but its no Hyundai Ioniq 5 N.

ESSENTIALS

Nissan Ariya Nismo

Price: £56,620 **On sale:** Now

Powertrain: 91kWh battery, 2x e-motors

Power/torque: 429bhp/600Nm

Transmission: Single-speed automatic, four-wheel drive

0-62/top speed: 5.0 seconds/124mph

Range: 261 miles

Max charging: 22kW AC (20-80% in 35min)

Size (L/W/H): 4655/1850/1660mm

AEX VERDICT ★★★⯪☆

SHARP looks and competitive pricing plus a well equipped and spacious cabin make the Nismo Ariya hard to ignore on paper. It drives well enough, too, even if lacks sparkle beside the headline rivals in this class. But a fidgety ride, poor range and relatively long charge times separate it from greatness, even though it's certainly a welcome addition at the top of an already strong range of electric SUVs.

Range Rover MY25

FIRST DRIVE The interior may have 'done a Tesla', but all the key Range Rover strengths remain in this updated model

Dean Gibson

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WHILE sister firm Jaguar is in the middle of reinventing itself for a new generation of buyers, Land Rover hasn't had to resort to the same measures to maintain sales. In fact, the business model that Jaguar is following – targeting premium exclusivity – is one that has been validated by the success that Range Rover has achieved. Land Rover's current flagship model can't be had for less than £100,000, and yet the company has plenty of orders to keep the production line moving.

For 2025, the Range Rover has been updated, although there isn't much on the outside that gives away any clues to the revisions. The imposing front end remains unaltered, while the slightly pinched rear with the tail-lights hidden within the black trim still looks a little awkward in our eyes. However, the looks are helped when the air suspension drops a few millimetres in access mode – which the car now does automatically when the handbrake is applied and engine turned off.

There aren't many changes under the bonnet, either, with the P550e keeping the same plug-in hybrid powertrain as before. This comprises a 3.0-litre straight-six petrol engine and an electric motor for a combined output of 542bhp and a whopping 800Nm of torque – great for making the most of the car's three-tonne maximum towing weight.

The electric motor is powered by a 38.2kWh battery (that's 14kWh larger than the pack used by the original Nissan Leaf), with JLR quoting a WLTP-tested range of just over 70 miles from a full charge. A maximum 50kW charging rate means the pack can be replenished in 40 minutes from a powerful enough source, while a three-pin plug will do the job in a whopping 15 hours.

Where the Range Rover has changed for 2025 is in the cockpit, because the designers have 'done a Tesla' and shorn the centre console of nearly all of its physical controls. The Terrain Response system was next to the starter button and drive selector, but this has been deleted, while the separate climate controls that were located ahead of them have been replaced by a blank panel. That's an oversimplified description, because the new panel is made of wood to match the steering wheel rim and the cubby covers on the centre console, while the interior still exudes the premium feel that makes the Range Rover a go-to luxury car for well heeled buyers all around the globe.

The previous car's physical controls have all been moved to the landscape touchscreen, which remains at 13.1 inches in size, but has a tweaked layout with shortcuts running down either side. These bring up the temperature and seat heating controls, while the large buttons are relatively straightforward to use, although if you want to manually select where air is flowing, then the process is a bit more involved.

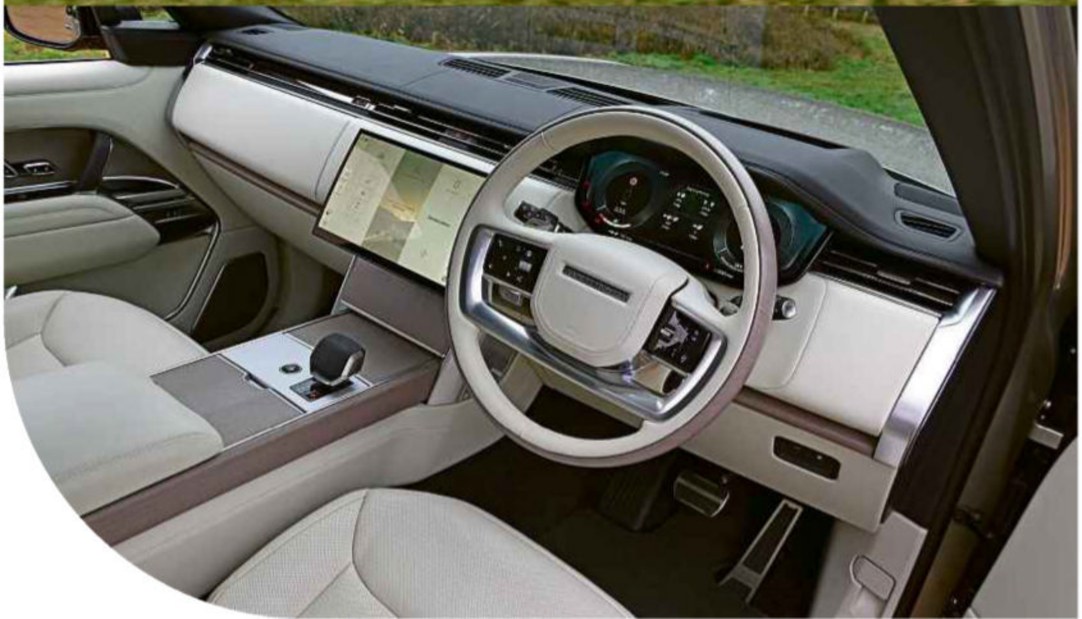
The screen is split into three vertical sections, and while you can sweep between different menus, this isn't the most intuitive set-up to use – the old version with the separate climate functions was perfectly usable, and it's a shame the designers felt the need to change it. It's a similar story with other functions, such as selecting access height – where

ESSENTIALS

Range Rover P550e Autobiography

Price: £138,500 **On sale:** Now
Powertrain: 3.0-litre 6cyl petrol, 1x e-motor
Power/torque: 542bhp/800Nm
Transmission: Eight-speed automatic, four-wheel drive with low-range
0-62/top speed: 4.8 seconds/150mph
Economy/CO2: 348mpg/18g/km
Electric range: 70 miles
Size (L/W/H): 5,052/2,047/1,870mm

MINIMALIST INTERIOR
Big change for 2025 is new cabin (below), with physical controls removed and almost all operations now done via touchscreen



ON THE ROAD
Range Rover remains wonderfully refined to drive and is deceptively fast. Rear occupants travel in lap of luxury

before you just pressed a button, now you have to select it in a sub-menu.

The rest of the Range Rover driving experience is unaltered, and it continues to offer unparalleled luxury, especially for back-seat occupants. Our car had a £4,900 seat pack that includes heated, cooled and massage front chairs with 24-way adjustment, while the rear 'Executive' seats also feature electric adjustment and additional pillows for the headrests.

There's next to no wind or road noise when you're moving, while the air suspension does an excellent job of ironing out rough roads. There's a slight bobble over uneven surfaces, but it will hardly ruffle your occupants, while the broad spread of torque and electrical assistance means the P550e builds up speed at a surprisingly rapid rate – the 4.8-second 0-62mph time is entirely believable, although it's probably best to try that when you're the only person on board, because it's so out of character with the car's character. The engine is hushed when it does fire up, and there's only a small amount of vibration, too. But it's worth noting that if you don't charge the battery and rely on the petrol engine to haul this 2.7-tonne 4x4, you won't see more than 27mpg.

Other useful functions include the rear-wheel steering, which makes manoeuvring the car a doddle – the 11-metre turning circle matches that of a supermini. Plus while the speed-limit warning activates every time you start the car, it's easy to deactivate via a button on the steering wheel.

Autobiography

AEX VERDICT ★★★★☆

THE Range Rover is still one of the most luxurious ways of getting around, and the 2025 updates have done little to affect this for passengers in the back. The touchscreen-only cockpit might split opinion though. While the layout looks cleaner, using some of the functions is slightly harder than before.

Otis Clay

SPORTY Red detailing, rear spoiler and wider wheelarches distinguish the GT from other trims, although there are no mechanical differences

Alastair Crooks

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BEFORE we get started on this new range-topping GT specification of the Ora 03, a bit of housekeeping. First, the Funky Cat name that you might still associate with this cute electric supermini was axed last year in favour of the more sensible Ora 03 moniker. Ora is a sub-brand of GWM and we've been promised more will arrive soon; the Haval Jolion Pro Hybrid small SUV is due this year, and there's the potential for a pick-up truck, an off-roader and a more premium SUV later.

For now, the Ora 03 range has had a bit of a shake-up. The entry-level Pure+ and range-topping Pro+ models are no more, and instead we have Pure, Pro and this sporty new GT variant. At the same time, prices have come down too. The old Ora 03 started at £31,995 – a bit steep when the new Renault 5 kicks off at £22,995 – but GWM has cut prices to £24,995 for the Pure version, rising to £28,995 for the Pro and £32,995 for the GT.

GWM has also chucked a load of equipment at the Ora 03 to help it stand out against a growing wave of rivals. The Pure gets two 10.25-inch screens on the dash, a 360-degree camera, electric front seats, a wireless phone charger, keyless go, LED lights with high-beam assist and integrated sat-nav. The Pro is even better equipped than the old Pure+ despite costing less. It gets front parking sensors, reversing assist and auto parking, an electric bootlid with gesture control, and heated front seats and steering wheel, along with tinted windows.

The GT stands out from the rest of the range with its unique 18-inch wheels, new front and rear bumpers, wider wheelarches, a rear spoiler and colour-contrast seat belts inside with GT branding on the headrests. There's also a heat pump, so the larger 63kWh battery in the Pro and GT models should be able to get nearer to its claimed 248-mile range more routinely in any weather. The Pure model still gets 193 miles of range from its 43kWh unit. During our testing (in harsh driving conditions and cold temperatures) we saw 152 miles at around 75 per cent charge for the GT model, which would equate to just over 200 miles of range.

The GT also has a panoramic roof and a lot of red detailing, but overall it's a similar cabin to the rest of the range: bright and airy, thanks in part to its low centre console and dash, which help provide excellent visibility. There's lots of space in the rear for adults, although you pay the price for that in boot capacity, with just 228 litres of storage.

Above the retro toggle switches on the dash sits a slightly revised touchscreen, which still has the same menu as before. It's not great to use on the move, with shortcut menus on the side that are too small and text that's a little hard to read. It's mostly quick to respond, but while using the sat-nav, it froze on us – only coming alive after we switched

Ora 03

FIRST DRIVE Latest flagship 03
doesn't back it up with any more

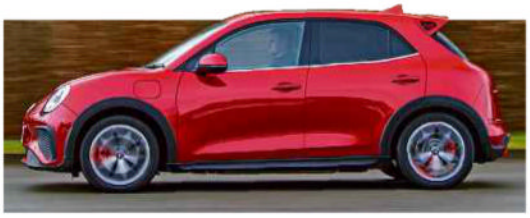
ON THE ROAD
With no sporty suspension changes for the GT, the car has the same softer set-up as other versions in the range

> "The GT stands out from the rest of the range with its unique 18-inch wheels and new front and rear bumpers"

3 GT

gets a sporty look, but
power or fun on the road

INTERIOR
Infotainment touchscreen has been slightly revised for 2025, but the text on it and the driver's display can be tricky to read



drive modes. The driver's display is similar – a little hard to read – but it has all the information you need.

Nothing has changed mechanically on the Ora 03 GT, so the driving experience is similar to before. There's a softness to the suspension that is mostly up to coping with rutted British roads and in this respect it's as good as most rivals, although in town it still has a tendency to fidget over bumps and ruts. If this is your first EV you'll be wowed by the hushed powertrain, although you may notice the tyre roar more than in an internal-combustion-engined rival.

As for the powertrain itself, it wasn't all that long ago that 169bhp in a supermini would constitute hot hatch status. While the GT is certainly not that – nor a warm hatch in truth – it feels nippy, though the responsive electric motor isn't quite matched by direct steering or a communicative chassis, and you'll find the front-end grip can subside fairly quickly. We like the single-pedal driving mode, though, while the energy-recovery system is integrated seamlessly and, along with the light controls, makes driving this little EV a doddle.

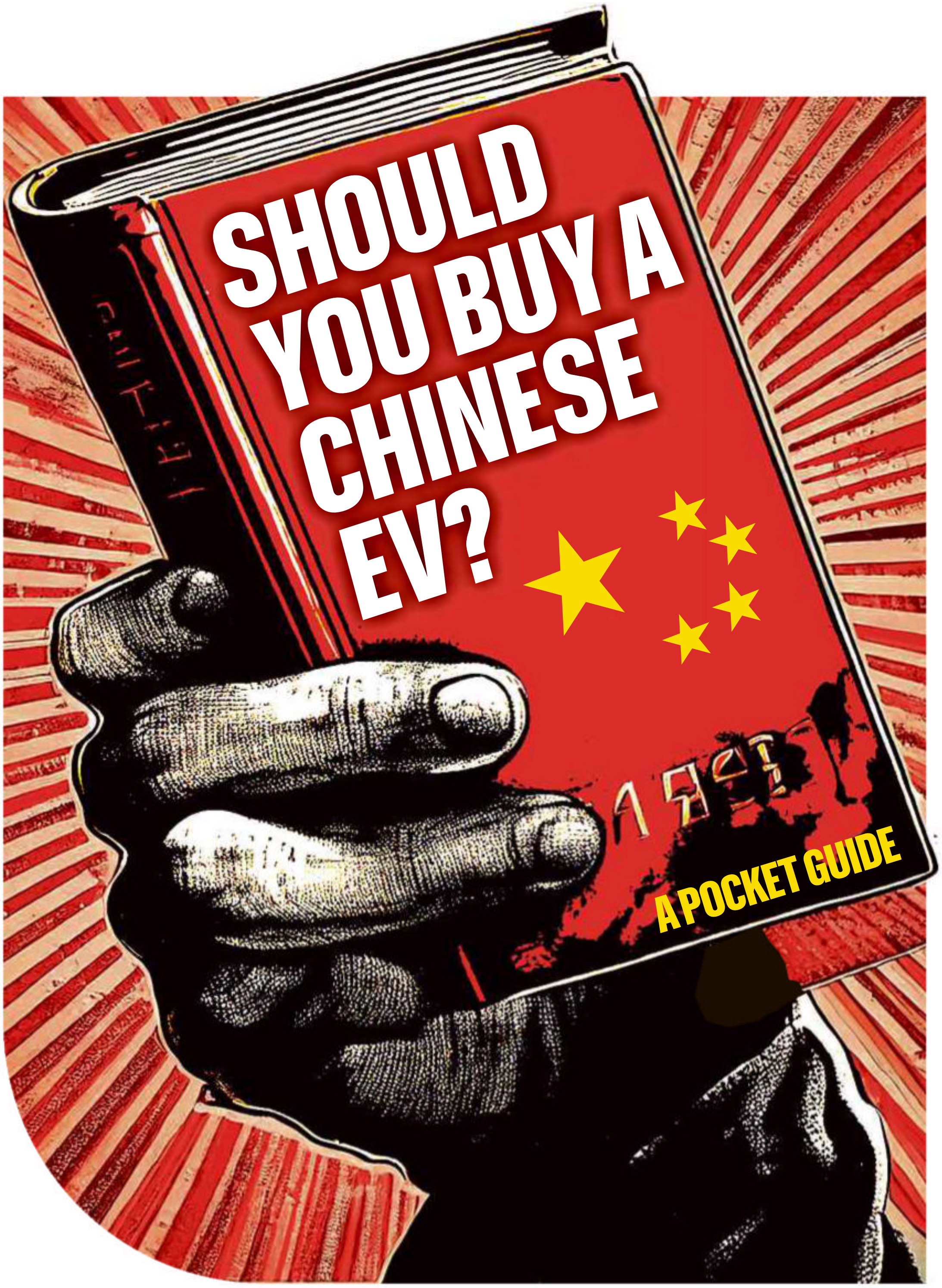
ESSENTIALS

GWM Ora 03 GT

Price: £32,995 **On sale:** Now
Powertrain: 63kWh battery, 1x e-motor
Power/torque: 169bhp/250Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 8.2 seconds/99mph
Range: 248 miles
Max. charging: 100kW (10-80% in 48min)
Size (L/W/H): 4,235/1,825/1,603mm

VERDICT ★★★☆☆

A HUGE price drop recently has made certain versions of the Ora 03 much more appealing, particularly if plenty of equipment and decent cabin space are important to you. Its styling stands out on the road, too, but to some the retro quirkiness might seem a little superficial. Plus this GT model is difficult to make a case for, given that it has no mechanical changes to back up its sportier looks.



SHOULD YOU BUY A CHINESE EV?

There's a lot of misinformation out there about Chinese electric cars. We're here to separate the fact from the fiction

Tom Jervis

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THE Internet can feel like the Wild West at times, with misinformation more rife than ever, particularly when it comes to Chinese electric vehicles. But what's the real truth, and should you take the plunge and buy one?

That's what we aim to answer in this special report. We've spoken to the brands themselves, as well as industry experts, to address some of the key issues – and dismiss some of the more outlandish rumours and assumptions. Here we answer the burning questions on one of the most discussed topics in the industry.

Why are Chinese EVs so cheap?

CHINESE cars have gained a reputation for being cheap, but this isn't necessarily because they are of poor quality. In fact, there are several factors contributing towards their low price tags.

Firstly, labour costs in China are far below those in central Europe. In August 2023, BYD advertised a job at its Shenzhen factory with a salary of between 5,000–7,000 yuan (£555-£777) per month. But reports show that base salaries in Chinese car makers' factories can be as low as £260 per month – more than five times less what the average UK worker being paid the minimum wage will earn in the same period.

Secondly, Chinese firms have a big advantage when it comes to sourcing parts and resources. Almost all of the components and materials used in Chinese vehicles are either manufactured or mined in China itself, which greatly reduces costs in terms of transport and import taxes.

Finally, there's also the widely discussed – and controversial – element of subsidies from Beijing. Many of the Chinese brands we're all starting to get to know are either owned in part or fully by the Chinese government. The industry is estimated to have received as much as £185billion in subsidies since 2009, helping to keep costs for consumers as low as possible.

To level the playing field, the European Union has recently implemented additional import tariffs of anything from 10 per cent to almost 40 per cent, something firms such as BYD and SAIC are keen to reverse. While the United States has gone further, placing 100 per cent tariffs on Chinese-made EVs – which would effectively double the price for any car that goes on sale in America – the UK is yet to make any moves on this front. That potentially makes the British market more enticing for China's car makers.

COMPETITIVENESS

> **"ALMOST ALL OF THE MATERIALS AND COMPONENTS USED IN CHINESE VEHICLES ARE EITHER MANUFACTURED OR MINED IN CHINA ITSELF, WHICH GREATLY REDUCES COSTS IN TERMS OF TRANSPORT AND IMPORT TAXES"**

Can you insure a Chinese EV?

THE idea that a brand-new, mass-produced car could be considered 'uninsurable' might seem unthinkable, but problems with supply chains and a lack of widespread technical knowledge have thus far made things difficult for owners of some Chinese makes and models.

In 2024, both BYD and GWM Ora came under fire when insurance companies began refusing to cover the former's Seal saloon and the latter's Funky Cat (now known as the 03) hatchback. Thatcham Research told Auto Express that while there was nothing inherently wrong with these models, the Chinese manufacturers weren't providing firms with sufficient access to parts

INSURANCE

> “OUR RESEARCH HAS SHOWN THAT CHINESE VEHICLES CONSISTENTLY HAVE OCCUPIED HIGHER INSURANCE GROUPS THAN THEIR EUROPEAN AND KOREAN RIVALS”

and repair information, which led to vehicles being written off for minor accidents that otherwise could have been repaired easily.

Since then, Chinese car makers have endeavoured to reassure buyers and insurers alike that their vehicles should be no more difficult to insure than the competition.

GWM set up its own battery-inspection and repair scheme to ensure cars are not written off needlessly. Jaecoo told Auto Express that almost all parts for the 7 SUV are available within a 24-hour notice period (or 48 hours in some limited cases). BYD also told us that 90 per cent of parts are now available within 48 hours.

That said, while insuring a Chinese car isn’t necessarily impossible any more, there’s no guarantee that it’ll be cheap. Our research has shown that Chinese models consistently have occupied higher insurance groups than their European and South Korean rivals. Of course, owners of electric vehicles are likely to be no strangers to high insurance costs – Teslas, for example are notoriously expensive to cover – but it’s still something worth bearing in mind.

Are Chinese cars reliable?

TRUTH be told, this is a much harder question to answer. It’s difficult to make a sweeping statement regarding the reliability of Chinese EVs, but the indicators are positive. For starters, the majority of manufacturers hailing from China offer lengthy warranties for their vehicles, which gives the impression of having strong confidence in their products. MG cars, for example, come as standard with a seven-year warranty.

If you’re concerned about the validity of such warranties if one of the companies suddenly disappeared from the UK, GWM assured us that it would be upheld by its aftersales department if it ceased trading here, as per what’s happened with Mitsubishi. This should give buyers some peace of mind when buying from one of the several Chinese brands that are owned by huge conglomerates. But we would advise a degree of caution when it comes to maintaining models in the long-term from smaller, start-up firms that aren’t yet established in the UK.

What about makers’ warranties?

CAN you be assured that warranties will be upheld, or whether there will be someone around in the future with the expertise to work on a little-known car? What happened recently with failed American start-up, Fisker, could be a lesson for consumers. Drivers bought new cars, only for the firm to fold months later, with no way to uphold the warranty and repair the vehicles.

Additionally – and to be fair, this doesn’t just affect Chinese firms, but almost everyone in the car industry – you should take into account the fact that EVs have much fewer moving parts than their internal-combustion equivalents, meaning that there’s less to go wrong. With the main focus being on the battery – and manufacturers such as BYD, for example, being responsible for producing the lithium-ion packs for many of the world’s mobile phones and tablets – prospective buyers should sleep soundly in this regard.

Is Tesla Chinese?

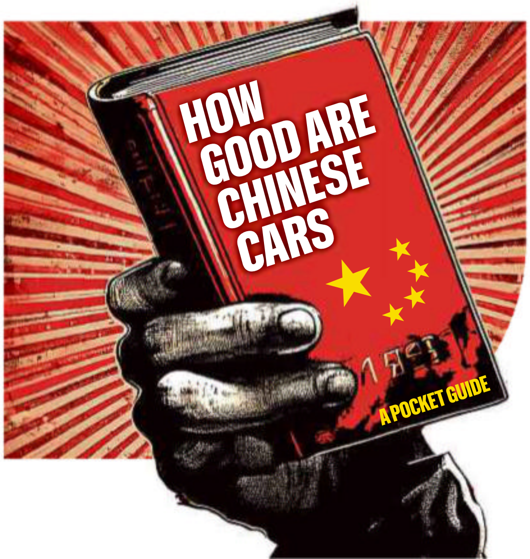
NO, Tesla is not Chinese. It’s an American firm with its headquarters in Austin, Texas, but it does make many of its cars in China, including those exported to the UK. This is a practice that’s mirrored by several other manufacturers. BMW, for example, builds the MINI Aceman in China, as does Renault Group with the Dacia Spring.

In fact, not only are many cars now built in China, but the country’s conglomerates have bought many so-called legacy brands, too. Geely owns the likes of Lotus, Polestar, Smart (in tandem with Mercedes), Volvo and even the London Electric Vehicle Company, which makes the iconic black cab, while SAIC owns the supposedly British MG and holds rights to build Volkswagen Group and General Motors products in China, thanks to joint ventures with both firms.

How good are Chinese cars?

‘MADE in China’ might be a phrase that’s become synonymous with poor quality in some fields, but the country’s automotive industry has made leaps and bounds in recent years. Yet the question remains: is it enough to match competitors from elsewhere?

Dean Gibson, Auto Express’s senior test editor, says that value for money “remains the chief selling point for EVs”. He explains: “Delve a little deeper, and you’ll find that while cabin designs and tech are improving, the user-friendliness of the systems and material quality are still a step behind most European and Far Eastern rivals.


HOW GOOD ARE CHINESE CARS
A POCKET GUIDE

QUALITY

> “SOME REAL GEMS ARE ALREADY APPEARING; AT THE 2024 AUTO EXPRESS AWARDS, THE MG3 SUPERMINI WON THE TROPHY FOR THE BEST AFFORDABLE HYBRID CAR”

“There’s work to be done on the driving experience, too, because most Chinese EVs will get you from A to B, but won’t excite you in any way. However, as with the Japanese and Korean firms that came before them, the Chinese makers should make progress in these areas and be able to take on the class leaders very soon.”

In fact, some real gems are already appearing. At the 2024 Auto Express Awards, the MG3 supermini won the trophy for the Best Affordable Hybrid Car, and the Tesla Model 3, while not strictly Chinese but still built in Shanghai, was named our Best Executive Car.

Is buying a Chinese EV ethical?

BUYING an electric car is, for many, a choice of ethics – making sacrifices in some areas to pick the best type of car for our planet. However, accusations of human rights abuses in China, not to mention the unsustainable mining of precious metals, has led some to question whether purchasing an EV from China is any more ethical than buying a gas guzzler from elsewhere.

Last year, charity Amnesty International evaluated 13 of the world's largest EV makers in terms of their impact on human rights. While Mercedes-Benz came top, BYD was ranked the poorest in this regard, with an Amnesty spokesperson telling Auto Express: “The primary concerns relate to supply-chain transparency and human rights due diligence. Many Chinese manufacturers, like BYD, scored poorly in our recent assessments due to limited or no publicly available information on how they identify and address human rights risks in their supply chains.

“This lack of transparency raises concerns about issues such as forced labour, unsafe working conditions and environmental harm. It is unclear how these companies therefore take steps to avoid causing human rights or environmental harms or what measures they might take to mitigate harms if they cannot be avoided.”

BYD declined to comment on the contents of the Amnesty report.

Geely was another brand to perform poorly in Amnesty’s rankings, but other big names such as Chery and GWM were not included in the list. GWM UK assured us that it is part of

ETHICS

> **"THE ETHICALITY OF AN EV DEPENDS ON THE PRACTICES OF THE SPECIFIC MANUFACTURER, NOT WHERE IT'S BASED. WHILE SOME CHINESE MANUFACTURERS, SUCH AS BYD, SCORED POORLY DUE TO A LACK OF TRANSPARENCY, NON-CHINESE COMPANIES ALSO HAVE SIGNIFICANT SHORTCOMINGS"**

IM (International Motors) Group, which publishes its own statement on issues such as modern slavery. But it's not quite as straightforward as it might seem, because GWM UK is technically a separate entity to GWM Global. That said, the latter still has a statement on social responsibility in the public domain.

Regardless, Amnesty was keen to remind us that "the ethicality of an EV depends on the practices of the specific manufacturer, not where it's based. While some Chinese manufacturers, such as BYD, scored poorly due to a lack of transparency, non-Chinese companies also have significant shortcomings".

So is a Chinese EV worth buying?

AS with the answers to the questions above, whether you should (or shouldn't) buy a Chinese EV is rather nuanced. Until now, many of the models we've tested have been a tad rough around the edges, and there's also the potential issue of long-term maintenance to consider.

There are a lot of Chinese brands new to or looking to enter the UK market, and it's doubtful they will all survive for the long term. Some manufacturers already have a better foothold than others, so it's worth bearing in mind how established a firm is before taking the plunge.

However, with the cost of living rising much faster than wages, value for money is the most important factor for a large proportion of buyers nowadays, and that's something Chinese EVs can offer in spades. Secure yourself a compelling lease deal over three-or-so years and you also won't have to worry about any niggles that might come down the line.

In short, if price isn't the ultimate deciding factor for you and/or you plan to keep your car for longer than the typical three-year finance or lease period, it could be safer to stick with the established brands. But if you want all the bells and whistles for the best price, Chinese cars can be very tempting. Just make sure to do your research, and compare finance and insurance quotes, before you sign on the dotted line.

THE A TO ZEEK CAR BRAN

Don't know your Jaecoo from your GWM? We explore all the Chinese car brands either operating in the UK already, or soon to arrive

Tom Jervis

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JUST as Japanese car brands began flooding the UK market during the seventies and Korean marques arrived on these shores a decade or so behind them, a slew of new Chinese manufacturers are expected to arrive in the coming years as companies from the People's Republic aim to capitalise on the electric-car revolution.

But with so many different names all fighting for the same market, it can be easy to confuse which brand offers what. So with that in mind, here's our rundown of the Chinese car makers you should be taking note of – most of which have already arrived in the UK or are on their way here.

JAECOO
L074 HKL

R OF CHINESE DS IN THE UK

BYD

Founded: 2003 **Arrived:** 2023
Dealer network: 60 locations
Specialism: Rotating screens and long kit lists
Notable models: Atto 3, Dolphin, Seal

THE LOWDOWN: Having 'Build Your Dreams' on the bootlid sounds like something that might put off buyers, but BYD is in fact the biggest seller of EVs globally, surpassing even Tesla. From the cheap-as-chips BYD Dolphin to the slinky BYD Seal saloon, with its 3.7-second 0-62mph time, all models are loaded with kit and boast surprisingly strong build quality. The brand's party piece has to be the rotating touchscreen that can go from portrait to landscape at the tap of a button. Is it a useful or a gimmick that will eventually be ignored? You decide.

GWM HAVAL

Founded: 2013 **Coming:** 2025
Dealer network: 43 locations*
Specialism: Budget hybrid-powered SUVs
Notable model: Haval Jolion Pro

THE LOWDOWN: Haval is a brand owned by Great Wall Motor (GWM), which will be offering the wallet-friendly Jolion Pro hybrid crossover in the UK. It may be the second GWM brand to be introduced to the UK after Ora, but it's actually the firm's most popular, with Haval offering as many as 10 different models – all of them SUVs – back in China. Haval, in addition to Ora and any other brands GWM decides to bring to the UK, will all be sold together in dedicated GWM dealerships.

HAVAL
BX74 FZF

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* Shared GWM dealerships

DECISION TIME

Not sure which Chinese brand to go for? Our guide will give you some valuable pointers

LC24 YWJ
LD74 YYO

GWM ORA

Founded: 2018 **Arrived:** 2022
Dealer network: 43 locations*
Specialism: Cutesy retro-styled EVs
Notable model: 03

THE LOWDOWN: Capitalising on the retro design craze is Ora, another string to GWM's bow. Ora arrived in the UK back in 2022 with the Funky Cat hatchback. The model didn't quite fall on its feet, with only around 1,000 examples being bought nationwide by the beginning of 2024. With this in mind, Ora has rebranded its fleet to adopt more traditional numerical nameplates, with a retro-styled saloon set to arrive by the end of 2025 as a rival to the Tesla Model 3. Recent big price cuts should also help the renamed Ora 03 persuade buyers to part with their hard-earned cash.

PAGE 30: Ora 03 GT driven

* Shared GWM dealerships

JAECOO

Founded: 2023 **Arrived:** 2024 **Dealer network:** 75 locations*
Specialism: Chunky and rugged SUVs
Notable model: J7

THE LOWDOWN: Jaecoo is China's wallet-friendly answer to the likes of Land Rover. It's owned by Chery and launched in the UK alongside partner brand Omoda (see below), while Jaecoo's offerings – currently limited to the Nissan Qashqai-rivalling J7 here – focus on chunky 4x4-esque styling with limited off-road capability. Production is based in Spain and with more than 70 dealers shared with Omoda across the country, Jaecoo has quickly become one of the better-established Chinese brands in the UK.

PAGE 24: Jaecoo J7 PHEV driven

JAECOO
LP74 AGY

* Dealerships shared with Omoda

NIO

Founded: 2014 **Coming:** 2025
Dealer network: N/A
Specialism: Battery-swap technology
Notable models: ET5, EL7n

THE LOWDOWN: Not keen on waiting around to charge an EV and wish there was a quicker way to get back on the road? NIO may have the solution with its groundbreaking battery-swap tech. Already in place in countries such as Germany, NIO offers owners the choice of traditionally charging their EV, or heading to one of a growing number of locations where the pack can be swapped out for a fully charged one in as little as five minutes. NIO offers nine different models globally, and has just launched the Firefly sub-brand for Europe, with its MINI Cooper E rival set to arrive before the end of 2025.

OMODA

Founded: 2022 **Arrived:** 2024
Dealer network: 75 locations*
Specialism: Design-led electrified SUVs
Notable model: 5

THE LOWDOWN: Omoda is another brand that's been created by Chery in order to cater for markets outside of China. Aimed at younger, fashion-focused buyers, Omoda currently offers one model, the 5, in both petrol and electric form in the UK. More vehicles are on their way, including the hybrid-powered Omoda 7, which has the Toyota RAV4 in its sights. It's worth noting that while Omoda cars are sold under the Chery name back in China, Omoda has an engineering laboratory in Frankfurt, which is designed to help adapt the brand's models for European roads and tastes.

OMODA
LS74 CFZ

* Dealerships shared with Jaecoo

SKYWELL

Founded: 2017 **Arrived:** 2024
Dealer network: Two locations
Specialism: EVs and commercial vehicles
Notable model: BE11

THE LOWDOWN: While the majority of Chinese car manufacturers are focusing on the consumer market, Skywell is one of the few firms from the country that aims to offer commercial vehicles as well. Skywell already sells the BE11 electric sports utility vehicle in the UK, which boasts a tempting price tag and a big boot, with the Q hatchback on its way to these shores to challenge the MG4 and Volkswagen ID.3 hatchbacks. The Skywell 233 van recently made its debut at the 2024 Paris Motor Show, with UK specifications and pricing set to be unveiled this spring.

LEAPMOTOR

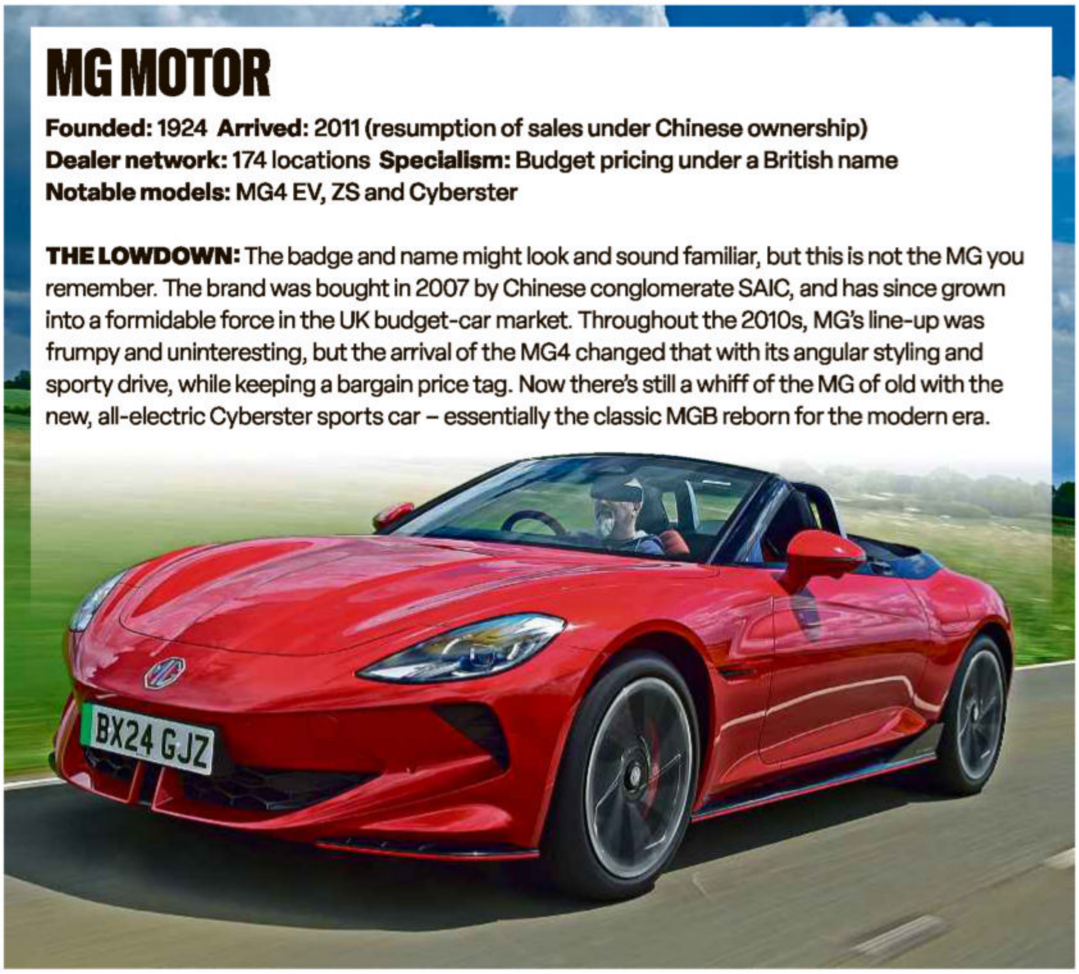
Founded: 2015 **Arrived:** 2024
Dealer network: N/A
Specialism: Affordable EVs
Notable model: T03 and C10

THE LOWDOWN: Challenging the £15,000 Dacia Spring on price is no easy feat, but it's exactly what Leapmotor's first model, the T03 city car, aims to do. Starting from just £16,000, it is slightly more expensive than the Dacia, although it does get more kit and a longer range as standard. Leapmotor isn't only about the T03, though, because the C10 electric SUV will also be on sale here soon, with the B10 SUV possibly not far behind. And with Stellantis (the owner of Vauxhall, Peugeot and many others) owning a majority stake, the brand will soon start popping up in and around Stellantis dealerships.

MG MOTOR

Founded: 1924 **Arrived:** 2011 (resumption of sales under Chinese ownership)
Dealer network: 174 locations **Specialism:** Budget pricing under a British name
Notable models: MG4 EV, ZS and Cyberster

THE LOWDOWN: The badge and name might look and sound familiar, but this is not the MG you remember. The brand was bought in 2007 by Chinese conglomerate SAIC, and has since grown into a formidable force in the UK budget-car market. Throughout the 2010s, MG's line-up was frumpy and uninteresting, but the arrival of the MG4 changed that with its angular styling and sporty drive, while keeping a bargain price tag. Now there's still a whiff of the MG of old with the new, all-electric Cyberster sports car – essentially the classic MGB reborn for the modern era.



XIAOMI AUTO

Founded: 2021 **Coming:** TBC
Dealer network: N/A
Specialism: In-car tech
Notable model: SU7

THE LOWDOWN: You might know Xiaomi as a maker of smartphones, but the tech giant has since turned its attention to the EV industry, putting its expertise on battery technology and smart interfaces to the test. The brand's first car is the SU7 – a rival to the Porsche Taycan with more than 1,550bhp in track-focused Ultra guise – which currently holds the Nürburgring track record for four-door electric cars. Xiaomi is also showcasing its tech expertise in other ways, with rear passengers in the SU7 (as well as, most likely, the forthcoming YU7 SUV) getting Xiaomi tablets mounted on the back of the front seats.

XPENG

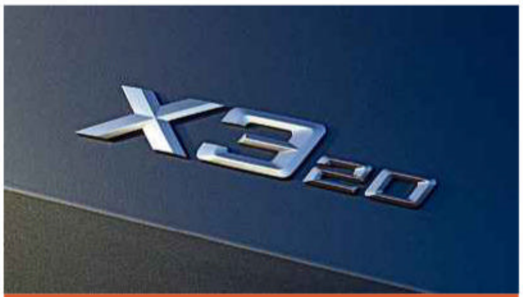
Founded: 2014 **Coming:** 2025
Dealer network: N/A
Specialism: AI technology
Notable models: G6, P7+, Aero HT

THE LOWDOWN: AI (artificial intelligence) is the buzzword of the moment and Chinese firm XPeng aims to use it to its advantage with its next generation of electric vehicles. Its models are due to be sold alongside Subarus and Isuzus in the UK, and we've already driven the XPeng G6, which is a pretty compelling alternative to the Tesla Model Y. The forthcoming P7+ saloon, meanwhile, is set to utilise AI to bolster its self-driving capabilities. If that doesn't pique your interest, XPeng also recently unveiled a six-wheeled rival to the Tesla Cybertruck with a pilotable quadcopter in the boot.

ZEEKR

Founded: 2021 **Coming:** 2025
Dealer network: N/A
Specialism: Industry-leading safety tech
Notable models: X, 001, 7X

THE LOWDOWN: Zeekr is one of the more premium electric car brands to come out of China so far, and is owned by conglomerate Geely, which also has Polestar, Volvo and even Lotus in its stable. Recently, the Zeekr X was awarded Best in Class recognition by industry safety expert, Euro NCAP, for small SUVs and pure-electric vehicles, thanks to its focus on crash structures and fast-reacting driver-assistance tech. The brand's 001 fastback saloon, 7X family SUV and 007 electric estate are all expected to arrive in the UK before the end of 2025, although this is yet to be confirmed.



Pete Gbson

ESSENTIALS

BMW X3 20 xDrive M Sport

Price: £50,175

Powertrain: 2.0-litre 4cyl petrol, 187bhp, plus 17bhp HEV motor

0-62mph: 7.8 seconds

Test efficiency: 35.1mpg

Official range: 502 miles

Annual VED: £590

Lexus NX 350h Premium AWD

Price: £47,245

Powertrain: 2.5-litre 4cyl petrol, 178bhp, plus 178 bhp and 53bhp HEV motors

0-62mph: 7.7 seconds

Test efficiency: 44.8mpg

Official range: 542 miles

Annual VED: £590

> “WITH SO MUCH FOCUS ON THE GERMAN PREMIUM BRANDS, LEXUS OFTEN FLIES UNDER THE RADAR OF BUYERS – ESPECIALLY HERE IN THE UK”

X FACTOR:

BMW's much-lauded new X3 is one of the best luxury compact SUVs on the market – but is it g

THE FINAL

ood enough to topple the cheaper hybrid-powered Lexus NX 350h?

BMW X3 vs LEXUS NX

German model is relying on more tech and greater refinement to topple class leader

PREMIUM SUVs are big business. Desirable badges, chunky designs and space for all the family mean that wealthy buyers can't get enough of them. And nowhere is that more evident than among the upmarket German brands.

In the past couple of years, some of the greatest successes among the "big four" have been with their mid-size SUVs; Audi's most popular car is the Q5, for Mercedes it's the GLC, for Porsche it's the Macan, and BMW's top seller is the X3, having initially created the formula that many others now emulate. So, when an all-new X3 is let loose, it's a big deal.

Bold styling, more tech than ever and better refinement mark out BMW's newcomer, but will it be enough to overcome such a broad and talented range of competition?

With so much focus on the German brands, Lexus often flies under the radar of many buyers – especially in the UK. And if past experience of the NX is anything to go by, that's a shame, because it's a superb offering. Indeed, it's our reigning mid-size Premium SUV of the Year – and has been for several years. In other words, there will be no tougher test for the BMW than this one.

CONTENDERS

BMW X3

IT has been over 20 years since the first X3 was launched, giving rise to the posh compact SUVs that are so ubiquitous today. Prices for the new, fourth-generation X3 stretch from £48,375 for the entry-level 20 xDrive in xLine trim up to £66,980 for the most potent (so far) M50 xDrive, with plug-in hybrid options ranging from roughly £57,000 to £59,000 depending on the trim level. The car in these images is the base 20 xDrive model, but in M Sport trim, which pushes the cost up from £48,375 to £50,175.

HEAD TO HEAD

ON THE ROAD

WHILE the Lexus delivers an impressive ride and handling balance, the BMW exposes one or two areas where the Lexus could improve. The X3 rides more firmly over bumps, yet it's also more capable of filtering out smaller imperfections than its rival. It's quieter at a cruise, too. Despite this, it's also the sharper of this pair to drive. While the Lexus handles more keenly than many rivals, the X3 is even more responsive.

TECH HIGHLIGHTS

BMW has offered buyers a wide range of powertrain choices, with mild-hybrid petrol, diesel and plug-in hybrid options, plus a lusty six-cylinder petrol. A full EV will take the form of an all-new iX3 running on a new platform. The Lexus, meanwhile, remains resolutely hybrid. There's the choice of a full hybrid (in two or four-wheel drive) and a plug-in variant, both of which are smooth and frugal during everyday driving.

PRICE AND RUNNING

FOR a petrol SUV weighing the best part of two tonnes, the X3's mid-30s mpg in a wide range of driving situations is respectable – especially because it rarely feels like you'd need more performance. The NX is more frugal still, doing its best work in town, where the benefits of its hybrid system come to the fore. The NX also brings the added bonus of class-leading residuals – but the BMW's beat most other rivals.

Lexus NX

THE NX has a price advantage over its German rival, with the base model starting from a tempting £44,445. All editions are well equipped, with 18-inch wheels, lane-departure warning, heated front seats and a powered tailgate among the list of standard kit. The version tested is in Premium trim, one step up from the base Urban model, with blind-spot monitoring, wireless smartphone charging, electrically adjustable seats and more. It also has four-wheel drive, bringing the total to £47,245.

CUTTING-EDGE CABIN
One of the areas where the BMW excels is with its latest-generation cabin technology, which feels ultra-modern

PRACTICALITY

NEITHER of these cars feels cramped, and while neither is quite at the top of the class when it comes to overall cabin space, both will be fine even if you need to regularly carry six-footers in the back. The NX's 521-litre boot capacity will be more than enough for most buyers, but it does put it towards the bottom of the class for storage. The X3 fares better here, delivering a much roomier 570-litre load bay.

SAFETY

WHILE the BMW X3 hasn't been tested by Euro NCAP yet, we predict a strong showing. Every edition is loaded with safety tech as standard, while the options include a 360-degree parking and junction camera, adaptive cruise control with self-steering and an interior camera monitoring system. The NX can't quite match the X3's level of assistance, but still achieved a maximum five-star Euro NCAP rating in 2022.

OWNERSHIP

LEXUS has a strong reputation for its ownership experience (plus the lure of a 10-year warranty tied into regular dealer services), but our 2024 Driver Power survey saw the brand take a 12th-place finish out of 32. That's comfortably in the top half, but not at the level we've come to expect from the Japanese maker, and only two places above BMW. In pure reliability terms, Lexus was seventh overall and BMW 11th.

THE original X3 was one of the first models to kick off the mid-size premium SUV segment, and after two decades of refinement, there are still some areas where its rivals struggle to compete. Driving dynamics and tech are two trump cards for the latest model, but in its weakest areas, it's average at worst. Pricing is competitive when compared against its key challengers, with the entry-level model undercutting the most affordable Mercedes-Benz GLC, and running the ageing Audi Q5 very close.

ENGINES & PERFORMANCE 4.5/5★

THE previous X3 was the first to be offered with plug-in hybrid tech, and the new model moves the game on thanks to a much beefier electrical portion of the powertrain.

In contrast to the old model, which at best could muster 107bhp from its electric motor, the 30e xDrive PHEV produces 181bhp. Combined with a 2.0-litre turbocharged petrol engine, there's a very healthy 295bhp on offer. Battery capacity has grown from 12kWh to 19.7kWh, which gives the potential for 56 miles of electric-only driving.

There's also a 30d, but until the X3 M arrives, the most potent option comes in the shape of the M50 xDrive. The six-cylinder model gets mild-hybrid tech and produces 393bhp, which propels it to 62mph from rest in 4.6 seconds.

The engines which will make the most sense to most buyers, however, are the mild-hybrid petrol and diesel options. The 20 (as tested here) and diesel-powered 20d respectively make 204bhp and 194bhp and accelerate from 0-62mph in 7.8 and 7.7 seconds.

DRIVING 4.4/5★

KEEN drivers coming from the old X3 are unlikely to be blown away by the new car's responses, but it's still one of the best options in the class to drive. The biggest improvement over its predecessor comes in its refinement, which is a step forward from the already high standards of the old car.

AROUND TOWN When fitted with the 20 xDrive powertrain, the X3 moves off from rest near silently, thanks to the 17bhp electric motor that supports the mild-hybrid system. With a modest battery capacity of just under 1kWh, the petrol engine soon needs to chip in, but the transition between the two parts of the powertrain is very smooth. And that smoothness sums up much of the low-speed driving experience; the steering is light and responsive, so it's easy to navigate the car (although the turning circle is no better than average), while the ride manages to remain supple and does a great job of suppressing sharp bumps and potholes in the road.

A & B-ROADS That compliance in the suspension does not have an adverse effect on the way the X3 handles a twisty road, either. While some mid-size SUVs can feel a little wayward at speed, the BMW manages to provide fairly keen handling without unduly compromising ride comfort.

Body control is great and once the tyres reach the limits of their of grip, its balance remains neutral and predictable. It's not a driver's car in the traditional BMW sense – the steering is too light and short on feel for that – and that also means it doesn't feel quite as involving to drive as its predecessor did. But, compared with its competition, it remains a more agile and composed option.

Most buyers won't need to look beyond the entry-level engine option, with the four-cylinder petrol model giving strong performance when required, helped by a responsive eight-speed automatic transmission and that subtle electrical boost.

MOTORWAY High-speed stability is impressive, and neither road noise nor wind noise is overly intrusive, which makes the X3 a solid long-distance cruiser. The engines remain hushed at speed, and the auto gearboxes shift smoothly under light throttle, so the experience all feels fairly effortless.

MPG & RUNNING COSTS 4.0/5★

DURING our time with the X3, we achieved just over 35mpg, although we found that the official WLTP figure of 40.4mpg would be feasible on a motorway run, unlike the Lexus, which thrives in town.

Of course, the diesel model, which is identically priced and capable of returning up to 47.9mpg, should do better in the real world and will suit higher-mileage drivers. The plug-in hybrid model will deliver much more with regular home charges, although given its list price is £8,900 more than the petrol in a matching trim level, and £7,500 more than the diesel, you'll have to rack up thousands of EV-only miles to offset the purchase cost.

TAX The PHEV model makes the most sense to company car drivers. The 30e xLine sits in the eight per cent Benefit in Kind band for the 2024/2025 financial year, which means a higher-rate income taxpayer will face deductions of just over £1,800 – almost half as much as the base petrol model.

The £40,000-plus price tag of every X3 means that the whole range is subject to an extra Vehicle Excise Duty fee for the first five years, costing £590 at current rates.

INSURANCE Depending on trim, insurance groups for the X3 range from 32 to 42.

> "IT DOESN'T FEEL AS INVOLVING TO DRIVE AS ITS PREDECESSOR, BUT COMPARED WITH RIVALS IT IS STILL MORE AGILE"

BMW X

While not a driver's car like other

MODEL TESTED:

BMW X3 20 Xdrive M Sport

PROS

Great ride and handling

Strong powertrains

Excellent in-car technology

CONS

Divisive looks

Some questions over build quality

Unremarkable rear seat space

TESTER'S NOTES

THE X3 is yet another addition to the world of ever-expanding SUVs. It has grown by 34mm in length and is 29mm wider than its predecessor. It is also 25mm lower than before, although in the metal it almost looks like the opposite is true. A mix of an upright nose (fronted by a grille with pin stripes that clash at different angles), a high bonnet and a tiptoe-ish stance means that it doesn't quite appear as squat and purposeful as the car it replaced. Maybe we'll have to wait for a full-fat M model for that.

Alex Ingram
Chief reviewer

3

BMWs, the X3 is one of the better mid-size SUVs

IN DETAIL

Dual flat screens dominate the cabin (below) while modern LED lighting adds sharpness to the rear end

ON THE ROAD

The new X3 has more of a focus on refinement than its predecessor, with impressive high-speed stability and barely any wind noise

DEPRECIATION Residual values are expected to be fairly strong for the X3, with the range likely to hold its value better than rivals such as the Audi Q5 and Mercedes GLC. Depending on model, the X3 should be worth between 50 and 55 per cent of its original price after three years; the engine and trim combination at the top of that list is the 20 xDrive M Sport, as tested by us here.

INTERIOR & TECHNOLOGY 4.1/5★

A FRESH, contemporary design makes the X3's cabin the most contemporary and interesting in the class, but in contrast to most modern BMWs we've tested, a question mark or two was raised about build quality.

FRONT SPACE Inside, the X3 takes a leaf from the book of its all-electric big brother, the iX. A pair of digital displays are housed within one continuous and gently curving panel, around which is a choice of materials. Whether a leather-effect finish or a more textured fabric – the latter is made from recycled polyester – each covers the entire surface of the dashboard and looks good. The central air vents are slim, hidden beneath what is one of the most prominent features of the cabin.

The illuminated "Interaction bar" runs across the centre of the dash, and creates a U-shaped section around the smartphone charging pad and two C-shaped panels that surround the car's door handles. The flat-bottomed steering wheel looks smart, but as is the case with all current BMWs, it feels a little too thick for our liking.

QUALITY The interior feels mostly well screwed together and the surfaces are largely tactile to the touch. The one exception, notably, is an element you encounter every time you use the car: the door handles feel like they're made from fairly cheap plastic. Even less impressive is that, in the car we tested, the panel which houses the door locking controls and electric seat memory switches had already worked its way loose. That's strangely out of character from previous BMWs we've tested, and not what we'd expect to see on any new car – let alone one which is nudging £50,000.

TECH AND INFOTAINMENT There's certainly a lot of wow factor to the BMW's displays, but this is backed up with plenty of usability. While we're disappointed that the company has ditched its physical climate controls, the on-screen arrangement the X3 uses is among the best of its type; the temperature and seat heaters (where fitted) are a permanent fixture along the bottom of the screen. The digital dials are shown on a high-resolution display, but the boomerang-shaped scales for speed and revs aren't as instantly clear to read as a traditional round dial would be.

On the outside, it's possible to make an already bold design stand out even more by opting for BMW's 'Iconic Glow' exterior package. This illuminates the frame of those front kidney grilles, lending the X3 a distinctive appearance even at night.

PRACTICALITY 4.0/5★

WHETHER you're trying to carry large passengers, a lot of items or a mixture of both, the X3 offers decent space – if not quite achieving class-leading status in any one area.

FRONT SPACE Up front, there's a typically SUV-like raised seating position, and while the screens are big, their widescreen layout means that they don't encroach into the driver's view of the road ahead. The thick base of the A-pillar, combined with a chunky door mirror, means that there's a reasonably large blind spot, which can get in the way a little when approaching a right-angled junction.

Storage points are plentiful, and include a large panel for holding smartphones and a roomy centre bin between the front seats. The door bins are spacious, too.

REAR SPACE: Against the tape measure, the X3 offers almost identical knee room to a 3 Series Touring, and slightly less headroom. It's not cramped by any means, but when compared with its estate-bodied stablemate, it doesn't really feel like the X3 has capitalised on its extra height, particularly in comparison with some SUV rivals. It is easy to install a child seat, though; tall doors and accessible Isofix points really help here.

BOOT SPACE: At 570 litres, the X3 has a huge boot, if not quite the largest in its class. The shape itself is square and the bumper is fairly shallow, so there's little risk in catching bulky items against it when loading them inside. Fold the rear seats down, and the volume grows to 1,700 litres.

RELIABILITY & SAFETY 4.2/5★

SAFETY organisation Euro NCAP has yet to test the latest BMW X3, but with the exception of the i4 and the 2 Series Coupé back in 2022, every new BMW has scored a five-star rating since the previous-generation X1 in 2015.

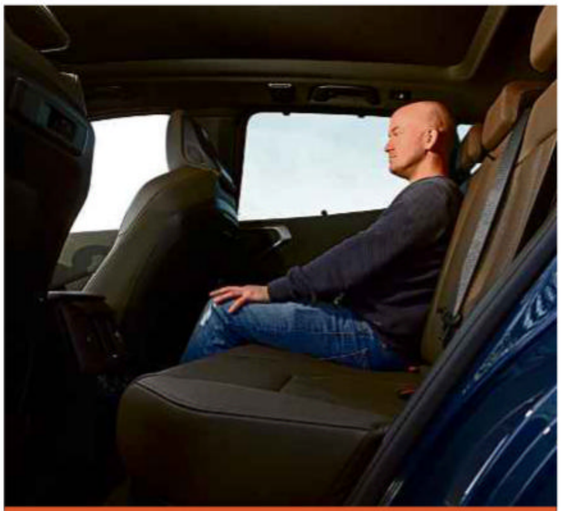
Those two exceptions only missed out on the maximum rating because of their scores in the Safety Assist category, but the X3's comprehensive suite of driver-assist systems, including standard front-collision warning, lane-departure warning, adaptive cruise control and its Driving Assistant – which

INSIDE STORY

Fabric dash looks great and is neatly detailed, but we found some quality concerns. Boot capacity is pretty generous

REAR SPACE

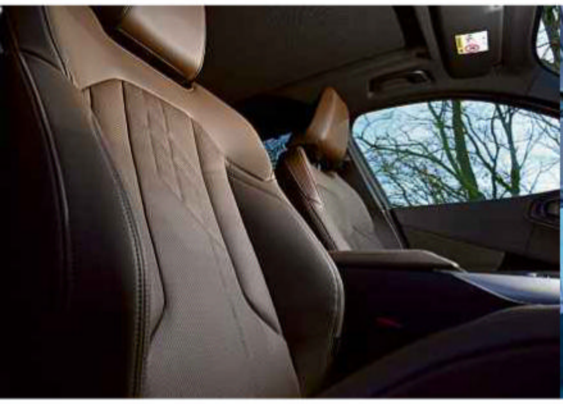
The X3 is comfortable in the back, but offers no more headroom or legroom than the 3 Series Touring estate car does



TESTER'S NOTES

BMW gives buyers a reasonable level of scope for customisation both inside and out. Those who want a full leather interior can go for a snazzy tan/grey combination or a fully black finish, while artificial leather is offered in brown, cream or black. There's even a fabric option, with the woven grey material adding some extra interest inside. On the outside, wheel sizes range from 18 to 21 inches, and there are nine exterior paint finishes to choose from – white is the only no-cost option.

Alex Ingram
Chief reviewer



DYNAMIC SAFETY

BMW's ADAS package bring a host of active safety features, including adaptive cruise control, front-collision warning, lane-departure warning and Driving Assistant, which adds a blind-spot warning system

> **"THERE'S CERTAINLY A LOT OF WOW FACTOR TO THE BMW'S DISPLAYS, BUT IT IS BACKED UP WITH REAL USABILITY"**

comes with a blind-spot warning system – suggest that it's unlikely to slip up there.

A 14th-place finish for BMW in our 2024 Driver Power customer satisfaction survey ranks the brand just above mid-table, and places it comfortably ahead of German rivals Mercedes (25th) and Audi (27th).

WARRANTY 4.1/5★

ALL BMWs come with a three-year, unlimited-mileage warranty and breakdown cover.

SERVICING 3.9/5★

BMW offers an optional Service Inclusive package, which includes oil and filter changes, spark plugs and brake fluid for the duration of a finance agreement. For three years, this costs just over £1,000 on the petrol models and closer to £1,500 for the diesel.

THE NX is a well known quantity in this class, and as its multiple gongs in our New Car Awards in recent years prove, it's one of the best SUVs around. A range of efficient powertrains mated to many strengths that you'd expect from Lexus – chiefly refinement and reliability – with others that are more of a surprise, such as keen driving dynamics and a competent infotainment system, entirely justifies the NX's spot among the class leaders. Each passing year makes it harder to cling onto top spot, however, and with the new X3 and second-generation Mercedes GLC to contend with – plus an upcoming Audi Q5 – it certainly has its work cut out.

ENGINES & PERFORMANCE 4.3/5★

HYBRID tech has been a Lexus staple for years, and with every new model, the systems feel smoother and more refined than ever.

Here, the NX uses a near-identical layout to the one that's fitted to the Toyota RAV4: a 2.5-litre four-cylinder petrol engine, with 187bhp and 239Nm of torque, backed up by electrical assistance via either one or two hybrid motors.

In the case of the entry point to the NX range, it takes the form of a single, front-mounted electric motor that makes 178bhp and 270Nm of torque. Above this, four-wheel-drive models (as tested here) gain a second electric motor at the back, adding a further 53bhp and 121Nm. Because of the ability of the hybrid's battery to deploy that energy, the system output of the two-wheel-drive and four-wheel-drive versions of the NX 350h are the same, with 241bhp in each instance.

Lexus doesn't quote a peak system torque figure, but the extra boost from the second electric motor at the rear allows it to sprint from 0-62mph in 7.7 seconds – one second quicker than the front-wheel-drive model.

The plug-in hybrid's larger 18.1kWh battery can deploy more motor energy to the wheels at once, upping the overall output to 305bhp. Despite its 180kg weight penalty for lugging the larger battery pack, that's enough to see it cover the 0-62mph dash in just 6.3 seconds.

DRIVING 4.1/5★

FOR a mid-size SUV, the NX manages to deliver a sweet ride and handling compromise that has the beating of most of its rivals.

AROUND TOWN Lexus and its parent company, Toyota, have built more hybrids than anyone, so it's no surprise to discover that the NX has an extremely slick system. Moving off on electric power alone is smooth, and when the engine cuts in, only a subdued hum from the engine gives the game away.

The suspension set-up is soft, but on slower, more pockmarked roads, it can fidget a little more than some of the more dynamic-focused competition in this segment. It's never harsh or crashy, although it does tend to jiggle about a little on broken road surfaces.

A & B-ROADS Despite that soft suspension set-up, the NX doesn't particularly feel at sea on a twisty road. Sure, it can't be thrown around like a hot hatchback, but for a car of this size, it remains calm, composed and fairly competent when things start to tighten up. The steering is precise and well weighted, too. It strikes a better balance between ride and handling than the Audi Q5 and Volvo XC60, for example, while the Mercedes GLC has a small edge in overall refinement. The BMW X3 leads the way from behind the wheel in the segment, topping the Lexus both in terms of handling and comfort.

Due to its e-CVT transmission, the 2.5-litre engine will flare up with plenty of revs under hard acceleration, but it's well isolated from the cabin, so it rarely sounds harsh or unpleasant. This effect is reduced as you climb the power band, because the extra electrical assistance of the four-wheel-drive full hybrid means that the petrol engine doesn't need to work quite as hard. This is also the case with the plug-in hybrid.

MOTORWAY It's generally the German alternatives that feel the most stable at high speed, but the Lexus still remains a comfortable and refined place in which to while away long distances. At cruising speeds, the engine remains perfectly quiet and feels isolated from the cabin, too.

MPG & RUNNING COSTS 4.4/5★

EXCELLENT fuel consumption and strong residual values mean that the NX neatly sidesteps some typically premium running costs. During our time with the Lexus, we averaged almost 45mpg, which places it ahead of rivals like the X3 and Mercedes GLC. Do plenty of driving in town, and that figure will climb higher, because the NX's powertrain can lean on its electric side more heavily in stop/start traffic. On a motorway, there's little to separate its overall efficiency from some of the German competition, though their diesel models will have a slight edge over the Lexus at a steady 70mph cruise.

TAX The full-hybrid powertrain can't drop emissions down to PHEV levels, but they're significantly lower than mild-hybrid and pure internal combustion alternatives. At 136g/km, however, that still places the NX in the 32 per cent Benefit-in-Kind band, so it remains an expensive choice for company car drivers. As with all of its rivals, a list price over £40,000

> "FOR A CAR OF ITS SIZE, IT REMAINS CALM, COMPOSED AND COMPETENT WHEN THINGS TIGHTEN UP"

LEXUS

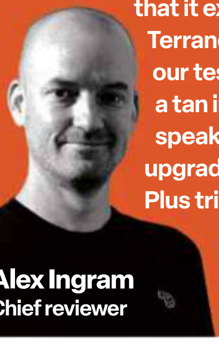
Hybrid pioneer remains a strong

MODEL TESTED:
Lexus NX 350h Premium AWD

PROS	CONS
Efficient powertrains	Low speed jiggle to the ride
Great build quality	Boot space
Excellent residual values	Top trim levels are pricey

TESTER'S NOTES

AT a time when many manufacturers are playing it safe with the colour palette, it's refreshing to see Lexus be a little more daring with some colours. Take the Sonic Copper option; the almost rose-gold look was introduced on the all-electric RZ, and while it won't be to everyone's taste, I'm glad that it exists. I'm fond of the Terrane Khaki (£770) finish of our test car. I'd pair that with a tan interior (Hazel, in Lexus speak) – even if that means upgrading to the Premium Plus trim.



Alex Ingram
Chief reviewer

NX
choice due to great all-round appeal

IN DETAIL

The NX doesn't feel as hi-tech as the X3 does inside, but the hybrid readout is fascinating to watch as it distributes power across three different motors (below)

Total Average Fuel Economy
42.4 MPG
Current
MPG
0
50
100
12:25
0
MPH
P
SPORT
ODO
3144 miles
READY

ON THE ROAD

It isn't as sharp or settled as the X3 on the open road, but the Lexus remains composed and refined, with very little road or wind-noise intrusion

means that the NX is subjected to the luxury car tax, which sets annual VED rates from the second year onwards at £590.

INSURANCE Depending on the trim level and powertrain, the NX's insurance groups range between 32 and 43. The NX 350h Premium AWD in our test sits in group 36.

DEPRECIATION The Lexus holds its value extremely well. Aside from one or two outliers (the full hybrid in range-topping Takumi spec, for example), the entire range maintains between 57 and 62 per cent of its original value after three years, or 36,000 miles. The Premium trim is the best bet with either powertrain, holding 57.7 per cent of its value with a full hybrid set-up and 61.7 per cent as a PHEV. Those numbers beat not only the X3, but also the Alfa Romeo Stelvio, Audi Q5, Mercedes GLC and Volvo XC60.

INTERIOR & TECHNOLOGY 4.0/5★

IT'S smartly designed and neatly finished, but the NX's cabin doesn't quite have the wow factor or unique feel that some previous Lexus models brought to the party.

DESIGN Getting in is the first curiosity with the NX. As is becoming more popular, the door handles are electrically actuated rather than mechanical, but while other cars with this tech have sleek, slim levers, the NX keeps chunky handles which don't quite align with the gentle electronic pop as you press the subtle button on their inner edge.

Once inside, the design looks smart, but is dominated by the huge central touchscreen. One of its disadvantages is that it limits the amount of creativity open to designers when shaping a cabin. For all the failings of older Lexus infotainment set-ups, their smaller displays allowed for distinctive and luxurious-feeling interiors, and some of that originality has been lost slightly with the NX.

As with any car cabin furnished with lashings of gloss black trim, it looks nice when it's new, but minor scratches may well cause it to appear increasingly scruffy as it gets older. Any physical controls that remain feel pleasing to use, though; we like the analogue temperature controls, which have cleverly been installed over the touchscreen to still offer a tactile response. With screens growing ever larger, it's a design that we hope other brands might use as a source of inspiration.

QUALITY The overall finish inside the NX is as immaculate and well detailed as we've come to expect from Lexus. The leather is soft and the few plastics on display are sturdy and feel like they're built to last.

PRACTICALITY 3.9/5★

ROOMY enough both for people and their possessions, the NX easily ticks all the boxes for a big, spacious SUV, but some rivals have a greater towing capacity.

FRONT SPACE A lofty driving position with plenty of adjustment means that it's easy for drivers of multiple sizes to feel at home behind the wheel. Over-the-shoulder visibility is a little compromised by a thick C-pillar and a modestly sized rear window; rivals like the X3 are a little better here.

One neat idea is the lid for the cubby between the front seats. It's hinged on both sides, meaning that either the driver or the front passenger can open it on their side. The centre console also houses a couple of deep cup-holders and a wireless smartphone charging pad, but ahead of that there is an odd little cubby beside the USB ports which we struggled to find a use for.

REAR SPACE Sink into the soft rear seats, and the NX reveals a generous amount of rear knee room. There are some rivals that offer a touch more headroom, but we're nit-picking, because the roof is still high enough for adults well over six feet to sit comfortably without complaint. A wide rear bench and similarly soft centre seat mean everyone will be comfortable, even when seated three abreast. Fitting a child seat can be a bit fiddly though, because the Isofix mounting points are buried deep into the back of the seat cushions – we prefer it when they're set into an easy-to-access plastic housing.

BOOT SPACE At 521 litres, the boot space is generous, if not quite at the top of the class. A couple of tethering hooks and side storage partitions add some practicality, as does an underfloor storage area. Fold the back seats down and you get an almost level floor in the boot, and the volume grows to 1,411 litres.

RELIABILITY & SAFETY 4.3/5★

LEXUS has long been a brand celebrated for its superb ownership experience, so it might be a surprise to see that in our 2024 Driver Power customer satisfaction survey, it finished outside the top 10, dropping to 12th place overall (out of 32).

However, dive into the data, and it reveals that when it comes to overall reliability, Lexus has still got it, ranked as sixth best overall. The brand's worst score in our survey came in the practicality category – that may be an issue on some of the smaller Lexus models, but it isn't really a concern for NX buyers.

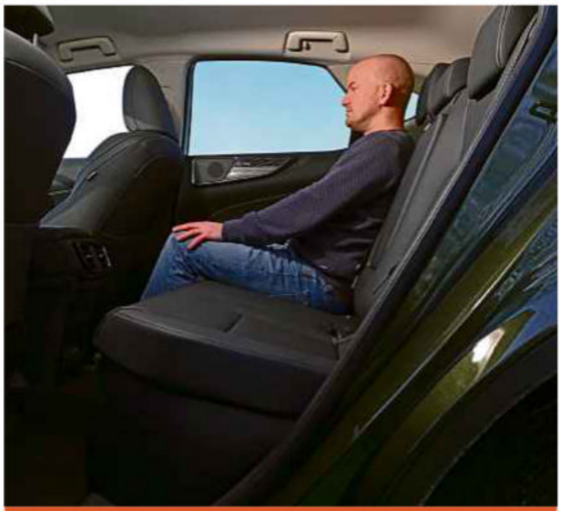
The model was awarded five stars by Euro NCAP when it was tested in 2022, achieving

CABIN DESIGN

NX's interior is smart, but dominated by huge screen, which takes away some of the flair seen in previous layouts

REAR SPACE

Rear legroom and shoulder room is among the best in the class, making the NX an appealing choice for growing families



TESTER'S NOTES

HYBRIDS and PHEVs are a great stepping stone into full EV ownership, and Lexus offers two compelling reasons to hold out on that tech compared to other brands. The first is that it does hybrids better than almost anyone else, while the other is that its EVs aren't yet up to the high standards of some rivals. The similarly sized all-electric RZ is great to drive and fairly quick, but when it comes to overall range and efficiency, it can't compare with the best alternatives for the money.

Alex Ingram
Chief reviewer

ASSURED SAFETY

With a comprehesive suite of driver-assistance systems and a five-star Euro NCAP rating behind it, the Lexus can add strong passive and active safety to its assured roadholding and composed refinement

> **"THE OVERALL FINISH OF THE NX IS AS IMMACULATE AND DETAILED AS WE HAVE COME TO EXPECT FROM LEXUS"**

strong marks across all four categories, so it scores highly from a safety perspective.

WARRANTY 4.4/5★

AT three years and 60,000 miles, the standard Lexus warranty looks fairly unremarkable. However, drivers who stick to the service schedule and take their car to a main dealer for the maintenance work will get an extra 12 months' cover each time – and this can run right up until the car is 10 years old.

SERVICING 3.7/5★

LEXUS offers a three-year service plan with the NX. It can be paid in monthly instalments, but it is quite expensive, at a little over £1,400 at the time of writing. That makes it roughly £500 more than BMW's equivalent service package over the same period.

PRICES AND SPECS

	BMW X3	**LEXUS NX**
Our choice	BMW X3 20 xDrive M Sport	Lexus NX 350h Premium AWD
Price from/price of our choice	£48,375/£50,175	£47,245/£47,245

POWERTRAIN AND PERFORMANCE

Engine	Four-cyl in-line/1,998cc	Four-cyl in-line/2,487cc
HEV Motor(s)	17bhp/20Nm	178/270 & 53/121 bhp/Nm
Power	187bhp	241bhp
Torque	310Nm	227Nm/391Nm (petrol/electric)
Transmission	Eight-speed auto/4WD	eCVT auto/4WD
0-62mph/top speed	7.8 secs/134mph	7.7 secs/124mph
Fuel tank/battery capacity	65 litres/0.96kWh	55 litres/1.0kWh
MPG (WLTP/test)/range	39.2/35.1mpg/502 miles	47.0/44.8mpg/542 miles
CO_2 emissions	163g/km	136g/km

DIMENSIONS

Length/wheelbase	4,755/2,865mm	4,660/2,690mm
Width/height	1,920/1,660mm	1,865/1,660mm
Rear kneeroom	605-835mm	639-856mm
Rear headroom/elbow room	951/1,455mm	939/1,468mm
Boot space (seats up/down)	570/1,700 litres	521/1,411 litres
Boot length/width	940/1,117mm	961/1,005mm
Boot lip height	764mm	790mm
Kerbweight/towing weight	1,930/2,400kg	1,870/1,500kg
Turning circle	12.2 metres	12.4 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£28,023/55.85%	£27,275/57.73%
Depreciation	£20,352	£19,970
Insurance group/quote/VED	32/£927/£590	36/£1,320/£590
Three-year service cost	£1,044	£1,435
Annual tax liability std/higher rate	£3,560/£7,121	£3,103/£6,205
Annual fuel cost (10k miles)	£1,799	£1,409
Basic warranty (miles)/recovery	3 years (unlimited)/3 years	3 years (60,000)/1 year
Driver Power manufacturer position	14th	12th
NCAP Adult/child/ped./assist/stars	TBC	91/87/83/91/5 ★ (2022)

EQUIPMENT

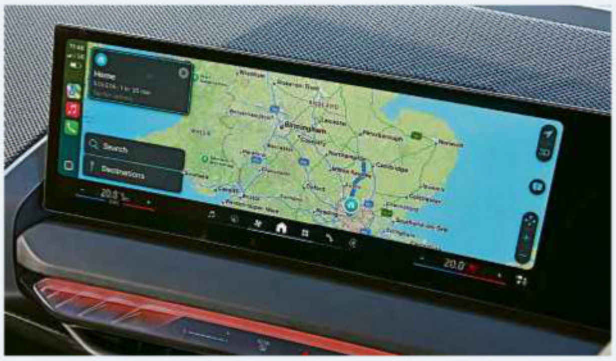
Metallic paint/wheel size	£875/19 inches	£770/18 inches
Parking sensors/camera	F&r/yes	F&r/360 degrees
Spare wheel/Isofix points	Repair kit/two	Repair kit/two
Keyless entry & go/powered tailgate	Yes/yes	Yes/yes
Leather/heated seats	£2,150/yes	Yes/yes
Screen size/digital dashboard	14.9 inches/yes	14.9 inches (£1,500)/yes
Climate control/panoramic sunroof	Yes/£1,350	Yes/£1,450
USBs/wireless charging	Four/yes	Four/yes
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/£2,275 (Part of pack)	Yes/no
Adaptive cruise/steering assist	£2,275/£2,275 (Part of pack)	Yes/no

WHAT WE WOULD CHOOSE

BMW X3 THE Comfort Pack (£1,500) adds adaptive LED headlights. While some LEDs dazzle oncoming road users, these are superb, adjusting the beam to avoid other traffic while illuminating as much of the road ahead as possible.

LEXUS NX THE uprated Lexus Link Pro is an absolute must, introducing a smarter 14-inch screen design, with built-in nav and a quicker, smarter processor. It's not cheap at £1,500, but is a big improvement.

INFOTAINMENT



BMW X3 4.5/5★

BMW OS 9 | KEY FEATURE: iDRIVE CLICKWHEEL

WHILE physical controls gradually die out on new cars – and sadly will on BMWs in the non-too-distant future, too – the X3 has managed to strike an excellent balance. Although we're disappointed that the climate controls are no longer actual buttons, BMW's iDrive clickwheel remains. We've found that this is an ideal compromise; complex tasks like address inputs can be carried out on the screen while parked, and the clickwheel allows for minor adjustments to be carried while you're on the move, because they can be done by feel.

Lexus NX 4.2/5★

LEXUS LINK PRO | KEY FEATURE: CLOUD-BASED NAV

THE current NX was among the first Lexus models to benefit from an overhauled infotainment system, which transformed what was previously one of the brand's weakest areas. Our car is equipped with the optional Lexus Link Pro system, which expands the screen size from the standard 9.8 inches to 14 inches. Not only does it get rid of the slightly clumsy black borders around the edge of the dash, but it also offers super-fast loading times, clear menu structures and a simple interface.

> **"THE BMW'S CLICKWHEEL IS AN IDEAL COMPROMISE BECAUSE IT ALLOWS YOU TO MAKE MINOR ADJUSTMENTS BY FEEL"**

BMW BEST FOR:
Tech fans. That bank of high-resolution displays sits inside a fresh, modern cabin that can't be mistaken for anything else on the road.

LEXUS BEST FOR:
Efficiency. It seems like the big brands are catching up in terms of economy, but in terms of raw mpg figures, the NX is still very much the car to beat.

RESULTS

WINNER ★★★★☆

BMW X3
20 xDrive M Sport

AUTO EXPRESS
ROAD TEST
WINNER
BMW
X3
FEB 2025
★★★★☆

IT has won by the tightest of margins, but the BMW X3 is the car that has at long last overcome the Lexus NX in the hotly contested mid-size premium SUV segment. It scores strongly across the board, with great driving dynamics, a big boot, superb in-car tech and a range of excellent powertrains that are enough to narrowly scrape a victory in this contest. We'll be keen to revisit the X3 to see whether our test car's patchy build quality was just a blip on an early production model or a deeper issue, but that fit-and-finish question mark aside, it's a difficult car to fault.

INTERESTED?
Scan the code for further information

RUNNER-UP ★★★★☆

Lexus NX
350h Premium AWD

IT'S taken several years for a rival to reach its level, but the time has finally come for the NX to settle for second place. There's still a huge amount to like though, to the point where we'd completely understand if it remains the preferred choice for many buyers. Superb fuel efficiency (regardless of powertrain), class-leading warranty support and excellent build quality are all areas where even the BMW struggles to match it, but the X3 shows it up in some other areas – notably practicality and infotainment tech. Still, there's very little to actively criticise, despite its runner-up spot.

INTERESTED?
Scan the code for further information

FIRST REPORT

CUPRA TAVASCAN

Sporty Spanish electric SUV joins the Auto Express fleet – what do we make of it so far?

Dawn Grant

Dawn.Grant@autoexpress.co.uk

THE Tavascan is Cupra's second fully electric vehicle, but also its first electric SUV. Rather than this leading to a dumbing down of the brand's sporty styling, the car's performance-led design has moved it further away from its siblings in the VW Group.

Underneath, it may share its MEB platform, batteries and motors with the Audi Q4 Sportback e-tron, VW ID.5 and Skoda Enyaq Coupé, among many others, but the bold styling inside and out is what makes it really stand out from plainer-looking SUVs.

I think the exterior looks great. The front has an aggressive appearance, and the grille is large, but the addition of the trademark Cupra copper details and indents within the black panel add interest. The raised central panel on the bonnet also adds to the sporty feel, and although the Cupra logo on the nose is a little large in my opinion, it looks good when it's lit up. The profile continues the theme with sharp creases and a swooping coupé roofline. This ends at the main feature of the aerodynamically efficient rear: an LED light bar that stretches across the back of the car and incorporates another illuminated logo.

There's a lot of Cupra branding all over the exterior, but it took a while to notice the only mention of Tavascan, which is located discreetly within the rear lights.

The bold styling themes continue inside and it feels rather upmarket, even though there is a lot of plastic around. The textured finishes and flashes of copper elevate the overall look, but personally I find the wider bronze band across the dash, with ridged black plastic above, a step too far. It's practical, though – the floating centre console doesn't intrude too much on interior space, the cup-holders are narrow but take my travel coffee cup perfectly, and the storage bin behind them is large.

> **"THE ATACAMA DESERT METALLIC PAINT COMES AT NO EXTRA COSTS AND IS A DISTINCTIVE CHOICE"**

The Tavascan comes in four trim levels, and our car is the entry-level V1 variant. It still comes with a decent amount of standard kit, though, including a heated steering wheel, four USB points, a powered boot lid with a 'virtual pedal', wireless full-link smartphone integration and wireless charging. There is also a rear-view camera, along with intelligent parking assist, plus it has the same safety features as the higher trim levels.

The paint on our Cupra is the standard colour of Atacama Desert. It's metallic but comes at no extra cost, and I think it's a more interesting choice than the grey or white silver options, both of which bring an additional charge. In fact, the only extra on our car is the £1,335 Winter Pack, which adds a heat-insulating windscreen, a heat pump

CUPRA
KY74 JYC

USER FRIENDLY
Touchscreen-operated functions are intuitive to control. Heated seats (far left) and sizeable cup-holder were welcome during the recent period of cold weather

Otis Clay

and heated front seats, something I've already been very happy about choosing as a result of the recent cold snap.

We haven't had the car long, so we'll certainly have more to say in the coming months about the driving experience and how the range stacks up in winter, but our initial impressions are mainly positive.

It's very comfortable on the road, quiet on the motorway and it coped well on the bumpy, twisty New Forest surfaces during a recent trip over there. The quoted range for our rear-wheel-drive model is 352 miles. When we fully charged it after starring in a road test (you can read about how it stacks up against the Ford Capri in next week's issue), it showed 283 miles, but we had some awful weather that day, so it may well improve over time.

One thing we aren't so sure about are the brakes, which are taking some getting used to. They respond quickly enough when you first press the pedal but seem to fade, which sometimes means you have to reapply pressure more urgently than feels comfortable to bring the car to a stop.

PROVING PRACTICAL
The Cupra's minimalist cabin might look like it's short of storage, but so far we've found it to be deceptively practical with lots of stowage compartments and a handy wireless charging pad

MODEL TESTED:

Cupra Tavascan V1

On fleet since:	December 2024
Price new:	£48,675
Powertrain:	77kWh battery, 1 x e-motor
Power/torque:	285bhp/545Nm
CO2/BiK:	0g/km/2%
Options:	Winter Pack (£1,335)
Insurance*:	Group: 34E Quote: £1,348
Mileage/efficiency:	1,786/3.3mi/kWh
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS	**CONS**
Interesting, futuristic styling	Brakes don't inspire confidence
Ride quality	Lack of rear windscreen wiper
Spacious, practical cabin	Rear visibility

AEX VERDICT ★★★★☆

It's too early to deliver a full verdict on the Tavascan until we've lived with it for a bit, but on first impressions it's a refreshing choice that fits well into the expanding electric SUV market. It's certainly comfortable and practical, but we're not inspired by the brakes and will reserve judgement on the range until the weather picks up a bit.

> **"IT'S VERY COMFORTABLE ON THE ROAD, QUIET ON THE MOTORWAY AND COPES WELL WITH BUMPY SURFACES"**

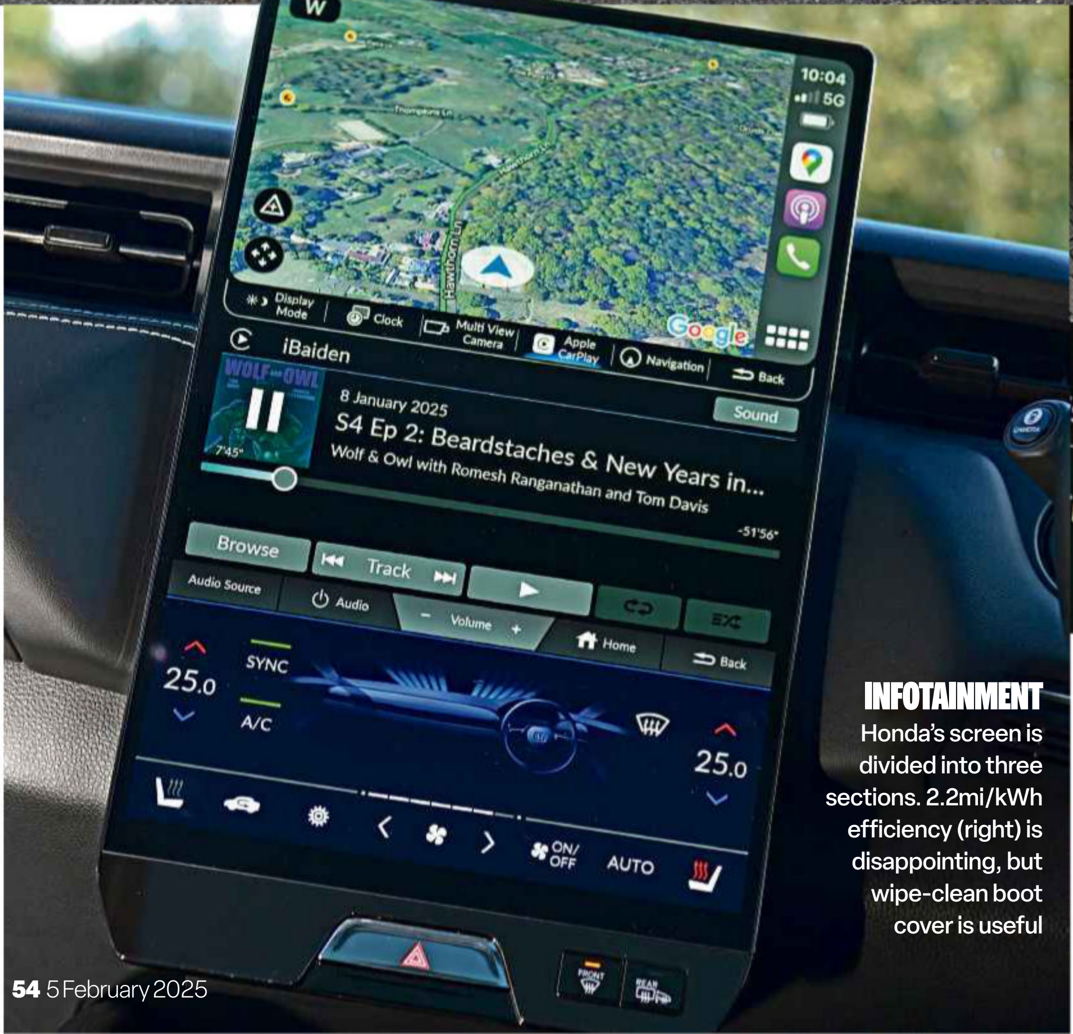
SECOND REPORT

HONDA e:Ny1

EV passes screen test with flying colours, but its efficiency is still very disappointing

ON DISPLAY

Pete is a fan of the e:Ny1's massive touchscreen and the way that it works


10:04
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S4 Ep 2: Beardstaches & New Years in...
Wolf & Owl with Romesh Ranganathan and Tom Davis
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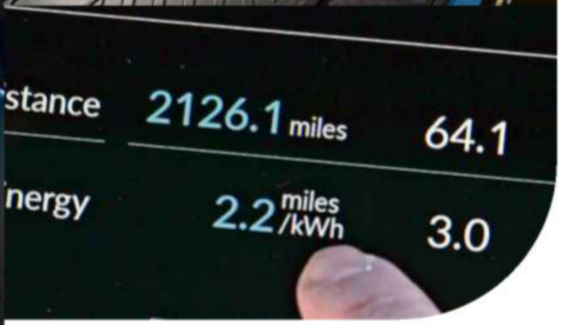
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3.0

INFOTAINMENT

Honda's screen is divided into three sections. 2.2mi/kWh efficiency (right) is disappointing, but wipe-clean boot cover is useful

> **"WHILE THE SCREEN HAS BEEN A GREAT ASSET, THE HONDA REALLY DOES SUFFER FROM AN ACHILLES' HEEL"**

Pete Baiden

Pete.Baiden@autoexpress.co.uk

THE Honda e:Ny1 has a party piece that never fails to impress. I've heard the words "wow, look at the size of that screen" from almost everyone who has sat inside, and there's no denying that the giant 15.1-inch portrait display dominates the cabin.

Although its size is impressive, the more I use it, the more I appreciate its brilliance. I've read some owners have been slightly disappointed that the screen can't just show one huge sat-nav map etc, and is instead only able to be used in three separate parts, but that's exactly what makes it stand out to me.

The top third is either your navigation or Apple CarPlay/Android Auto control. The middle section displays media, car settings and other menu options, while the bottom portion is solely for the climate controls. This means that everything is at your fingertips when you need it. There's no prodding away at the screen trying to find the correct menu to change the radio station while you're on the move – it's all right there and ready to go.

Another huge advantage is that you can double up on Apple CarPlay. If you're using Google Maps for navigation, you can keep all the information on the top screen, while changing the podcast you're listening to on the middle section. It's a very handy feature.

I'm amazed other car companies haven't done something similar. There's a constant debate in the Auto Express office about the merits of touchscreens and physical controls, but it feels like the e:Ny1 provides the best of both worlds. It's perhaps not quite as simple as turning a dial, but it's the next best thing.

While the screen has been a great asset, the Honda really does suffer from an Achilles' heel. As I mentioned in my first report (issue 1,859), I was shocked at how inefficient it is, and it's got worse as winter has taken hold. With temperatures regularly plummeting below zero recently, the e:Ny1 has gone from averaging 2.6 miles/kWh during its time with me so far to just 2.2 miles/kWh. In fact, because I was keen to know just how bad it is, I reset one of the trip computers... then watched, alarmed, as it dropped to 1.6 miles/kWh on a particularly cold morning.

As a result, I'm having to carefully plan longer journeys and resort to regular public charging, something I'd managed to mostly avoid in the past. On a recent trip to Cardiff from West London, I had to stop three times for a top-up. Thankfully there were charging bays available each time, but this highlighted another of the Honda's issues – charging speed. It can only draw in a maximum of 78kW, so I've spent a lot of time waiting around for the battery to be replenished.

Lots of public charging also means it's costing me significantly more to run than I anticipated. I've calculated I'm paying around 40p per mile thanks to a real-world range of around 125 miles and charging costs of 79p/kWh. So much for low EV running costs! I've had numerous E-mails from readers complaining of similar issues and how it's costing them so much more to run than they expected. Most sign off by stating they won't return to EV power any time soon.

To highlight the issue, senior photographer Pete Gibson is currently running a Skoda Superb diesel, and he's getting 800 miles from a full tank – meaning running costs of less than 12p per mile (thanks to a 66-litre fuel tank and £1.44 per litre diesel prices). It just goes to show the difference!

The e:Ny1 was due to go back to Honda after three months with us, but I feel it deserves a second chance during potentially warmer weather. The firm has agreed to an extension, so let's see what spring brings and if the car can get closer to its official 256-mile range.

MODEL TESTED:
Honda e:Ny1 Advance

On fleet since:	November 2024
Price new:	£42,845
Powertrain:	68.8kWh battery (62kWh usable), 1x e-motor, 201bhp
CO2/BiK:	0g/km/2%
Options:	Metallic paint (£650)
Insurance*:	Group: 40 Quote: £1,682
Mileage:	7,455
Efficiency:	2.2 miles/kWh
Any problems?	None so far

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS
- Striking portrait touchscreen
- Clever interior tech
- Useful wipe-clean boot cover

CONS
- Poor real-world range
- High running costs
- Slow charging speeds

VERDICT ★★★½☆

WHILE the giant touchscreen and the tech behind it are major highlights, the Honda e:Ny1 continues to be held back by its poor efficiency and high running costs.

FLEETWATCH

GENESIS GV60

GIVEN that the GV60's primary role is as a family car, I asked my family what they think of it, and first to reply was my 11-year-old daughter. She said: "I've been in a few cars, but this one is unusual because it has a heated seat in the back, which I love. There is also plenty of storage space, which I use for snacks, games or soft toys, and there is even soothing music built into the car, which I find really helpful on long journeys."

ANDY PRINGLE

LEXUS LBX

TOYOTA'S Yaris M Concept may have starred at Tokyo's Auto Salon last month, but before that, I had a go at creating a mid-engined Yaris (kind of). Pictured in the boot of my Yaris Cross-based Lexus is a 2ZZ-GE (Toyota's 190bhp 1.8-litre T-Sport engine). I did wonder what it would be like in the Lexus – likely not a patch on the GR Yaris' turbocharged 1.6-litre three-cylinder in the Morizo RR concept version of the LBX. But it is a coincidence, because this 2ZZ-GE is going into an MR2 Mk3.

ALASTAIR CROOKS

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Cupra Tavascan	New arrival
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DRIVEN AUDI A5 AVANT

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BMW M135 vs AUDI S3
All-weather performance cars do battle
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STYLING New EV is identical to EZ-6, which is already on sale in China; 19-inch alloy wheels feature an efficient design to boost range

INTERIOR Passengers have plenty of room front and rear; 14.6-inch touchscreen dominates dash

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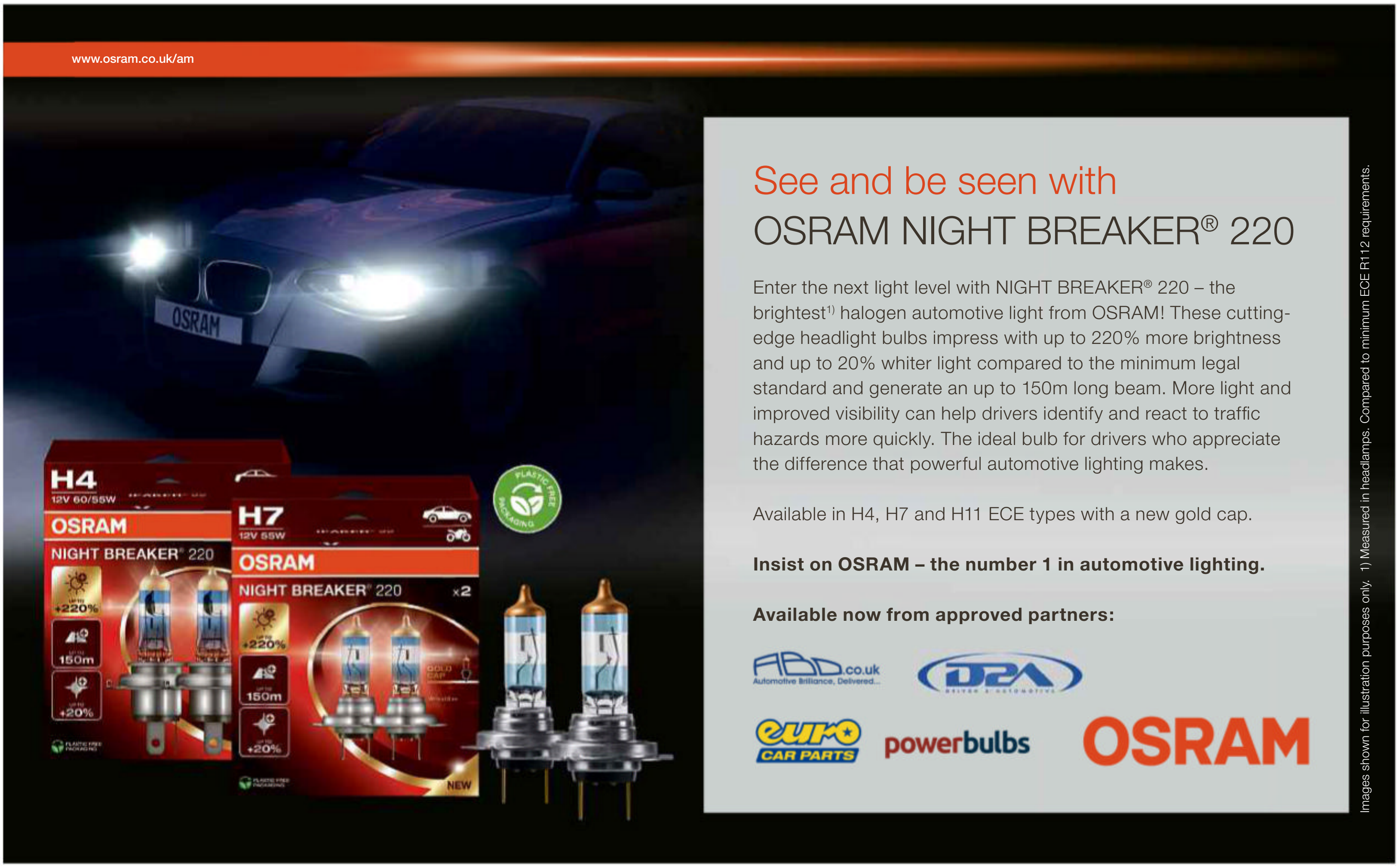
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60 NEW PRODUCT TOOL CABINET
First test of Halfords unit

61 MINI TEST DASH CAMS
Newcomers head-to-head

62 PRODUCT TEST INSURANCE
Comparison sites rated

HOT KIT

HAIR-RAISING
Dyson offers very strong suction, plus a filtration system that helps to ensure harmful particles aren't released into the air when cleaning up pet hairs

PRODUCTS

Dyson Car+Boat

Price: £249.99 **Contact:** *dyson.co.uk*

DYSON has revealed a new version of its Car+Boat vacuum. Claimed to offer unrivalled power, along with a market-leading 50-minute 'fade-free' battery life, the new cleaner uses a digital motor that spins at 110,000rpm and produces 115AW of suction.

The new Dyson also uses a fully sealed filtration system that is said to capture 99.99 per cent of particles as small as 0.3 microns. Household dust is around 10 microns, pollen is 15, and even bacteria are between 1 and 3 microns.

This level of filtration could be crucial for car occupants who suffer from allergic reactions to pet hair, dust mites or hayfever, ensuring that potentially harmful particles are not released back into the air when cleaning seats and areas used by pets.

In addition to the usual crevice tool, the Car+Boat has an attachment that combines a brush and a wider nozzle, which can be quickly switched between tasks. There is also a 'mini motorised tool' with a rotating brush bar for removing stubborn dirt and hair.

To make it easier to use, the Car+Boat weighs less than 2kg, and its motor and battery have been positioned around the handle for optimal balance.

Like all Dyson products, it's costly, though. The Car+Boat is available from Dyson Demo Stores and *dyson.co.uk* for £249.99.

BOOKS

Wheelbase

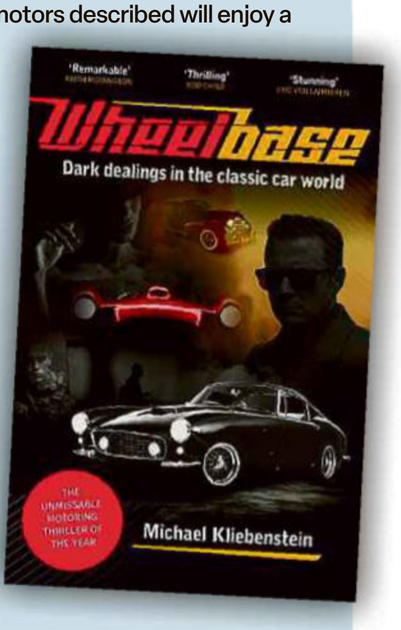
Michael Kliebenstein Porter Press *porterpress.co.uk*
Price: £13.99 **Rating:** ★★★☆☆

THIS author's first foray into fiction comes in the form of a not-too-gritty thriller centred around classic car dealing. Follow Mike Chapman across Europe as he displays an incredible talent for finding a new ultra-rare, one-of-a-kind classic car at least every other day, before a dirty character gets the better of him and swipes a shipment of rare Ferraris.

The story requires a reasonable suspension of disbelief, then – not only does our hero come across impossible cars with frightening regularity, but every other character he meets has their own that they're usually happy to sell to him. Some of the conversations are best skimmed over, too, coming across a bit like two AI chatbots being asked to have a discussion about a rare Isotta-Fraschini.

Despite this, the novel is a perfectly enjoyable read - it's not too long, so perfect for a holiday, and anyone with a penchant for some of the beautiful motors described will enjoy a bit of escapism as they imagine driving a 1940 Cadillac convertible through Europe or loading a Ferrari 250 onto a Transall cargo aircraft.

Just don't use it as a template for setting up a classic car investment business, whatever you do.


'Remarkable'
'Thrilling'
'Stunning'
Wheelbase
Dark dealings in the classic car world
THE UNMISSABLE MOTORING THRILLER OF THE YEAR
Michael Kliebenstein

FIRST TEST

Halfords Five-drawer Cabinet

Price: £225.60 **Contact:** *halfords.com*

SPENDING £225.60 on a toolbox might seem excessive, but Halfords' Drawer Cabinets are a cut above your average chest. Designed to look and feel like the containers used by professional mechanics, these are a fraction of the price of chests you might see being wheeled around a garage.

The five-drawer cabinet we tried is the cheapest wheeled model in the range, because there are also six-drawer and wider 36-inch versions. It still has plenty of space, however, with a 30kg load rating for each of the drawers, which run smoothly on ball-bearing runners. Three are shallower and designed for smaller items, such as spanners and wrenches, while the deeper bottom two trays are perfect for chunkier items and power tools.

Inside, each drawer has non-slip foam liners that help keep the contents in place and undamaged. If you want to keep everything obsessively neat, the drawers are designed to fit with Halfords' range of 26 'Advanced' modular tray sets. These are available separately and can handle everything from socket sets to screwdrivers.

To add some security and to keep your tools from being 'borrowed', the chest has a built-in locking mechanism, supplied with two keys.

The cabinet is modular, too, allowing you to add other sets of Halfords drawers to the top and sides, up to a weight limit of 300kg.

Assembly is easy and allows you to choose which side to mount the sturdy handle and swivelling castored wheels. These make it easy to pull the cabinet over rough floors, even when it's full of tools.

PRACTICAL
Halfords' five-drawer cabinet offers lots of secure storage for tools. Larger versions are available and the range is modular for extra flexibility

NEW PRODUCT

Michelin Primacy 5

Price: From £97.99 **Sizes:** 195/55 16s-235/45 19s
Contact: *michelin.co.uk*

MICHELIN has revamped its Primacy range, with the fifth generation of the summer tyre promising a longer life and better economy.

The new Primacy 5 is also said to be better for the environment, because drivers won't have to replace them early to ensure good wet-weather braking performance. Michelin claims the lifespan is 18 per cent longer than its predecessor, allowing for an extra 4,350 miles before they need to be replaced. The rolling resistance is reduced by five per cent in tests, improving fuel economy and EV range.

Primacy 5's tread pattern is 10 per cent deeper than before, allowing for better water evacuation in wet conditions. It also uses new elastomer ingredients, which are said to improve braking performance by four per cent on wet surfaces when new. This helps the tyre to get some impressive ratings in the official European classifications, with an 'A' for its wet grip and a 'B' for fuel efficiency.

The Primacy 5 is also said to be quieter, with a new tread pattern for each individual tyre size, with the blocks and sipes harmonised to keep noise levels low.

It is available now in 64 sizes, ranging from 195/55 16s to 235/45 19s. A total of 149 sizes will be offered by mid-2026.

MINI TEST

Nextbase Piqo 2K

Price: £119.99 (plus memory card) **Resolution:** 2K
Rating: ★★★★☆ **Contact:** *nextbase.co.uk*

THE Piqo is a radical-looking camera, not least because it is taller rather than being square, like the Kenwood, or in the landscape format of most dash cams. It's still small enough to be fitted behind most rear-view mirrors, although it is slightly more obvious than its rival on smaller windscreens.

There is no screen, so the set-up and camera aiming have to be done via the app, which connects via a WiFi link to your smartphone. The app itself is very slick, but the connection is a little laggy. Once completed, though, the Piqo a does good job of collecting footage, which is clear and includes GPS data for speed and location.

Saying "Hey Nexy" allows you to access voice-activated features, including a clever emergency alert that saves footage and sends a message to an allocated contact. This is easier and safer than pressing a button, but some of the features require a £2.99 monthly subscription, which adds to the overall cost.

NEXTBASE
NEXTBASE

TESTED £120 dash cams

Big names in the dash-cam market have released new products with £120 price tags. We focus on the features to find out which is the top dog

Tom Barnard

AFTER a few years of silence, there is suddenly a lot of news from the big players in the dash cam market, with both Nextbase and Kenwood launching new products.

While Kenwood has just shrunk its previous best sellers to make them more compact and easier to fit, Nextbase has gone for a radical rethink with its Piqo range.

The two that go head-to-head on price are the Piqo 2K and Kenwood DRV-A510W, both costing £119.99 and offering the same image-capture quality. We prefer the Kenwood's screen, because it makes set-up and menu navigation easier, but the clever features and app of the Nextbase move the game on impressively.

That means they're level on points, so the choice is down to preference or price. While they cost the same, the Kenwood includes an SD card, which is a £20 extra with the Piqo. It gives the DRV-A510W a narrow win.

Kenwood DRV-A510W

Price: Price: £119.99 (including 32GB memory card) **Resolution:** 2K
Rating: ★★★★½
Contact: *kenwoodshop.co.uk*

KENWOOD
GPS
4K

COMPARED with the Nextbase, the Kenwood seems far more conventional, except for the size. The unit is about as big as two car key remotes, making it easy to fit and forget on your windscreen.

Set-up is easier than with the Piqo, thanks to a colour screen, and the DRV range also allows you the option of adding a rear camera – something that isn't possible with the Nextbase yet.

As with the Piqo, the A510W records in 2K quality which is a step up from the 1,080P of some rivals, but can't match the detail of 4K cameras. It's also a shame that neither of these products has a polarising filter, even as an option. This was available on the older models and made a real difference when faced with reflections and bright lights. While the Kenwood doesn't have the Nextbase's novel new features, it does everything you need and will save you paying £20 for an SD card.

MoneySavingExpert

Website: *moneysavingexpert.com/insurance/car-insurance* **Lowest quote:** £375 **Rating:** ★★★★★

WE love the MoneySavingExpert site because it does things a bit differently. The website is backed by Martin Lewis – the nation's go-to expert for money advice – and features a policy analysis tool.

Using competitive pricing from MoneySuperMarket, it gives you in-depth guidance on the questions that could have an impact on your premium, and how to drive down costs while still giving you the cover you need. It even tells you if insurers not on comparison sites are likely to beat the deal offered.

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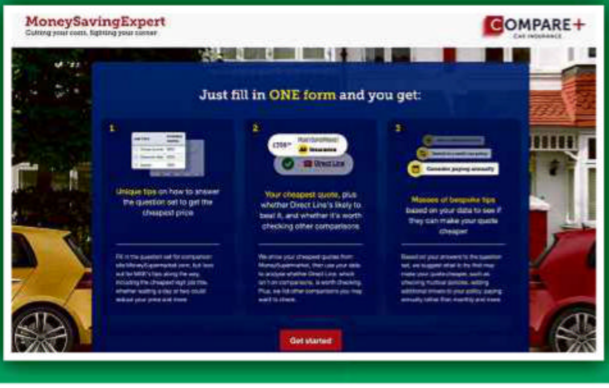
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Compare The Market

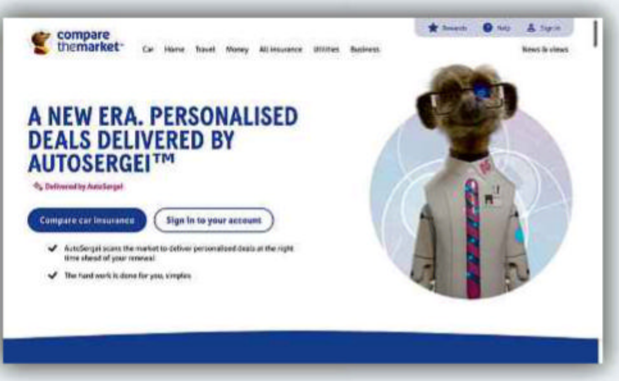
Website: *comparethemarket.com* **Lowest quote:** £360 **Rating:** ★★★★½

THE website that made meerkats cool is a previous test winner, and it's still one of the best in the business for car insurance.

It returned the cheapest quote across the entire test, claiming the price was exclusive to Compare The Market, and there's also the added incentive of movie, food or coffee rewards for taking out a policy through the site.

The question layout is incredibly easy to use, and a recent rebrand has made things less oppressively blue. It also features useful explainers for what each question means.

AUTO EXPRESS RECOMMENDED 2025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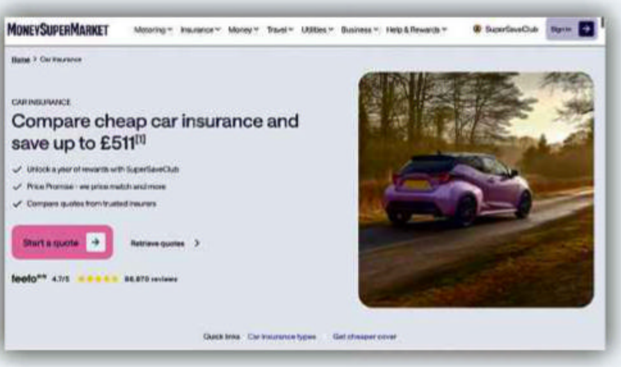
MoneySuperMarket

Website: *moneysupermarket.com* **Lowest quote:** £375 **Rating:** ★★★★½

THE MoneySuperMarket site is pretty flawless, with the same inner workings and competitive pricing as our winner. That means you get the great quote-comparison tool at the end that lets you look at the details of five offers at-a-glance.

You don't get quite as many helpful hints throughout the quote-building process as on MoneySavingExpert, or the post-quote data analysis. If you do go through the site you'll get cashback and rewards via its savers' club.

AUTO EXPRESS RECOMMENDED 2025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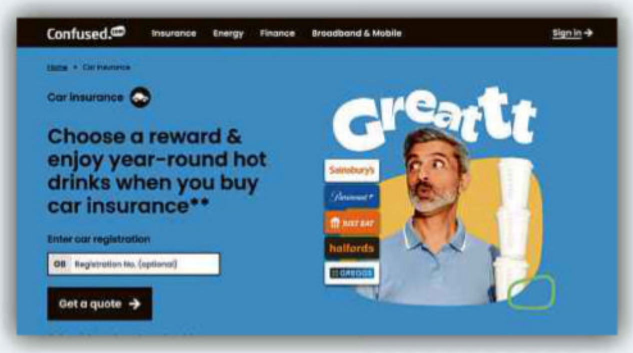
Confused.com

Website: *confused.com* **Lowest quote:** £393 **Rating:** ★★★★☆

ANYONE familiar with government websites will be right at home on the Confused.com offering. The site focuses on accessibility with large text, clear questions and simple buttons.

This does mean the form-filling process takes a little longer than some rivals' but the results are on par with the test winner, although there's no quote comparison.

Like many, there are money-off deals available when you take out a policy.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INSURANCE COMPARISION SITES

It's always a wise policy to shop around for insurance cover, so which websites make it easiest?

Will Burton

GETTING the best deal on your insurance is a crucial way to keep your motoring running costs down.

While fuel costs might fluctuate and maintenance bills can come from nowhere, insurance is one cost that you can budget and plan for.

The average motorist pays around £600 a year for their cover, and while you hope you'll never have to use it, the data shows that plenty do.

So you need it to be reliable when the worst happens, but be able to pay the least for the best cover. Step in insurance comparison sites, which promise to save you hundreds of pounds when it's time to renew.

We've tested eight in 2025 to find out which you should use to find the perfect policy at the right price.

How we tested

WE completed insurance quotes across each of the eight sites, based on a 40-year-old father of two from Oxford, driving a Ford Puma - the UK's best-selling car last year. All other details, such as the no-claims bonus, where we parked our car, and additional drivers were also kept consistent so we could accurately compare pricing.

It wasn't just the site that returned the cheapest quote that won the test, though. We rated the sites based on a combination of ease of use, helpful hints, the range of competitive pricing and any rewards available.

Verdict

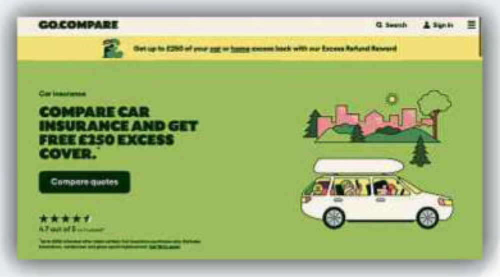
MONEYSAVINGEXPERT still has the lead thanks to its clever quote analysis platform. It combines hints to lower your cost with great pricing. Compare The Market has closed the gap and returned the lowest price.

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Go Compare

Website: *gocompare.com* **Lowest quote:** £477 **Rating:** ★★★★☆

ANOTHER big name, but it couldn't get close to certain rivals when it came to the quote price. We did, however, like the auto-fill process when we entered our vehicle's registration, which was smoother than on some sites we tested. The rest of the process is easy, too, and currently you'll get free excess cover, which may go some way to offsetting the higher outright premiums.

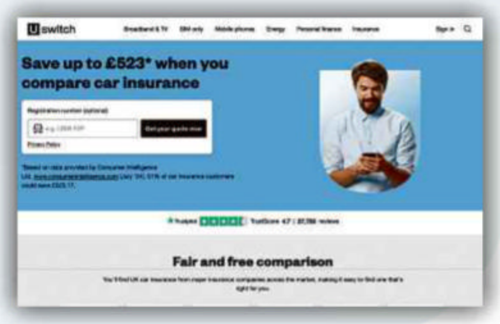

GO.COMPARE
Search
Sign in
Car insurance
COMPARE CAR INSURANCE AND GET FREE £250 EXCESS COVER.*
Compare quotes
4.7 out of 5

uSwitch

Website: *uswitch.com* **Lowest quote:** £393 **Rating:** ★★★⯪☆

WHETHER for car, home or phone insurance, or even utility contracts, uSwitch is a great resource. The car insurance element is powered by Confused.com.

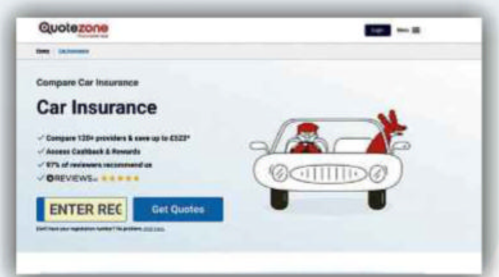
That's no bad thing because you'll get competitive pricing, along with the simple layout. It wasn't clear if any other offers were available via uSwitch in the same way as Confused or other rivals.


uswitch
Save up to £523* when you compare car insurance
Fair and free comparison

Quotezone

Website: *quotezone.co.uk* **Lowest quote:** £582 **Rating:** ★★★☆☆

THE quote-building process is straightforward, with notification markers next to those questions that will directly impact price – a trimmed-down version of what's offered by our test winner. There are retail cashback offers as an incentive with Quotezone, but it's hard to recommend because the cheapest quotes were higher than those from almost all of the other sites.

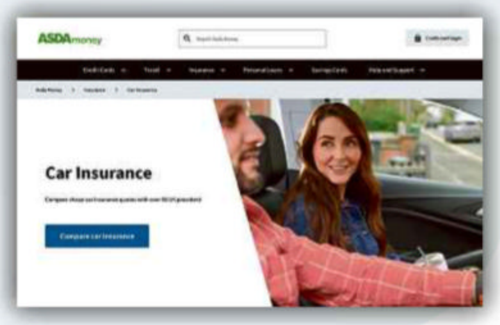

Quotezone
Compare Car Insurance
Car Insurance
✓ Compare 120+ providers & save up to £523*
✓ Access Cashback & Rewards
✓ 97% of reviewers recommend us
✓ REVIEWS ★★★★★
ENTER REG
Get Quotes

Asda

Website: *carinsurance.asda.com* **Lowest quote:** £585 **Rating:** ★★★☆☆

THE design of the Asda site has vastly improved since our last test, although compared with its rivals, there are fewer hints and tips throughout the process.

We criticised the site last time for pricing, which seemed at odds with the Asda brand, and unfortunately that's still the case. There is now the option to tie into your Asda Rewards account if you're a retail customer.


ASDA money
Car Insurance

DRIVER POWER

The UK's No.1 car ownership survey

TELL US ABOUT YOUR CAR

Every year, thousands of car owners take the Driver Power survey, sharing thoughts, opinions and experiences of the cars they own and drive. This not only helps potential buyers, but gives feedback to manufacturers to shape the next generation of cars. The survey should take less than 10 minutes to complete and by taking part, you'll also be in with a chance of winning a £100 Amazon voucher.

TAKE PART TODAY AND TELL US WHAT YOU THINK!

Type **https://autovia.blueconic.net/s/b6l** into your browser or use the QR code to access the survey

66 DRIVER POWER MAZDA 2 Mk3
Popular supermini rated

68 BUYER'S GUIDE DS 3 CROSSBACK
Good value, premium image

70 TOP 10 LUXURY SUVs
Which is best for you?

BUYING CARS

DIG OUT A DEPOSIT CONTRIBUTION

RICHARD INGRAM

Auto Express' deputy editor gives his expert insight on why buying a new car can be cheaper than investing in a used one

WITH many car makers now operating an agency-style dealer model – whereby you buy directly from the manufacturer rather than a franchise – there's often less scope for negotiation when purchasing a new car. The advertised price is what you pay, like it or lump it.

But there are still ways to save money and net yourself a stellar deal. While you may find a growing trend towards fixed list prices, there are plenty of low-APR finance deals around, and if you look hard enough, some pretty hefty deposit contributions, too.

It's the latter that my own parents took advantage of only a couple of weeks ago. We'd been to a number of showrooms looking at used and nearly new cars, only for one Volkswagen salesperson to suggest he could get them into a shiny 25-plate model for near-enough the same price as a one-to-two-year-old example. Given that the cars they were looking at were some £5-6k cheaper than list price, they were understandably keen to hear more.

It turns out that Volkswagen was offering a substantial £6,550 deposit contribution on any new ID.3 – essentially slashing the price on a factory-fresh family EV by more than 20 per cent. The same deal is available on the ID.4, ID.5 and ID.7, as well as the retro-cool ID. Buzz if you order before the end of March – indeed, some models are being sold with nearly £9,000 off.

> **"WHILE YOU NEED TO AGREE TO ALL THE TERMS AND CONDITIONS, YOU CAN TAKE DELIVERY ON ONE DAY AND PAY IT OFF IN FULL THE NEXT"**

But the best bit is that although you need to agree to the relevant terms and conditions, if you've got the capital, there's nothing stopping you from taking delivery of the vehicle one day and paying off the balance in full 24 hours later – excluding you from any interest charges or excess-mileage penalties.

Better still, Volkswagen isn't alone in offering big deposit contributions if you're in the market for a new car. Sister brand Audi is offering £6,500 off a Q6 e-tron, and there are several Mercedes models with between £6,500 and £7,500 off. The deals are not restricted to EVs, either. You can snag over £3k off a petrol Peugeot 208, while Honda is offering £2,500 off several models, including the Civic Type R hot hatch.

Yet given the news this week that many Volkswagen Group brands will – at least temporarily – revert back to a traditional, negotiation-friendly, dealer model, these offers may not last that long. My advice is not to look at list price, or even the advertised monthly finance figure; delve a little deeper to see where the real value lies.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

> "Considering the asking price, the Mazda's interior is of a much higher quality than I'd expect."

> "Compared with its rivals, the Mazda costs more, yet you don't get more kit or better trim, so it's poor value."

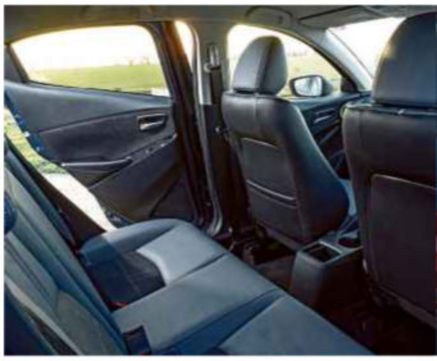
Richard Dredge

WE'RE two facelifts into the unusually long career of Mazda's supermini, because the Mk3 version burst onto the scene as long ago as 2014, although it didn't reach UK showrooms until early 2015.

The fact that the hatchback is still good enough to appear in Driver Power is impressive, but its continued popularity with owners can largely be attributed to significant updates carried out over the past decade. These have allowed the Mazda 2 to rank sixth for value in our 2024 poll, while running costs come 10th, and safety features finished in 12th spot.

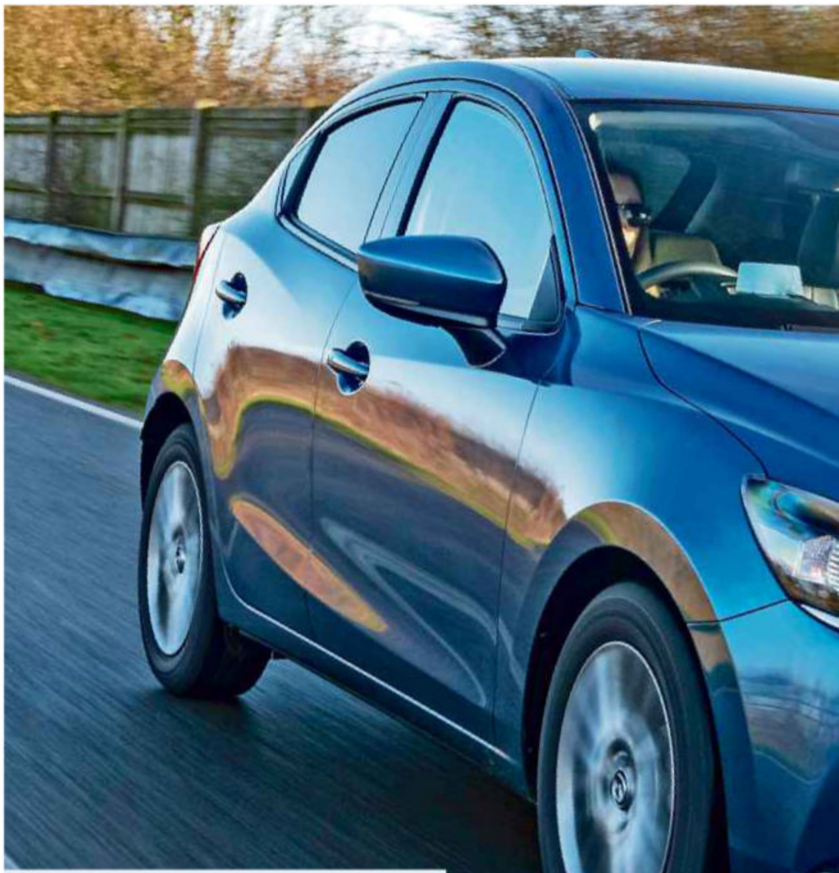
Breaking down the running costs section reveals a 10th for economy, 12th for insurance and 16th for servicing. Owners like the number and function of safety features, but also love how easy it is to turn them on and off. User-friendly controls earn an impressive fifth place, while there's a ninth for the audio system, and smartphone connectivity is 12th.

But it's not all good news, because the Mazda 2's quality and reliability come a troubling 45th, while driving pleasure ranks 40th. Acceleration is even worse, because this is rated 50th, which is last place.



POSITION 33rd Mazda 2 M

USED PRICES FROM: £4,500 **YEARS:** 2015 to present **CO₂:** 102g/km **FUEL ECONOMY:** 62mpg (1.5 90) **BEST OPTI**



RIDE AND HANDLING

YOU SAID "The ride is comfortable and the steering offers a decent amount of feedback, so it's an enjoyable car to drive. The only fly in the ointment is that the Mazda isn't very stable in crosswinds."

INTERIOR AND COMFORT

YOU SAID "The front seats are excellent on long journeys, and the materials throughout the cabin have been chosen for their ease of cleaning – something that's much more important than people think."

PRACTICALITY AND SPACE

YOU SAID "There are lots of cubbyholes for a small car, and the boot is more than adequate for my needs most of the time. It's easy to drop the back seat down on the rare occasions that I need more carrying capacity."

k3

IONS: Leather trim with heated front seats, metallic paint

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps manufacturers shape the new generation of cars.

SCAN THE CODE TO TAKE THE SURVEY

Tell us about your car and you could be in with a chance of winning £100 Amazon voucher

WHAT DO YOU LIKE?

"The brakes feel very reassuring and all-round visibility is really good, helped by the rear camera."

"It's always started first time every time, even after not being used for a few weeks. It's totally reliable."

"The whole experience of driving this car is wonderful and that's from someone who usually dislikes driving."

"Considering the car's overall feel of quality and the standard equipment, it seems like good value."

WHAT DON'T YOU LIKE?

"The performance is poor. It's OK for short trips or around town, but not for motorway journeys."

"The suspension is too firm and produces an unsettled ride on poor road surfaces. Smaller wheels might help."

"It's not as robust as my previous Mazda 2. The paint isn't tough; there are lots of chips after 12,000 miles."

"Not quite as good as I'd hoped for. It's needed some repairs under warranty, and the fuel economy is poor."

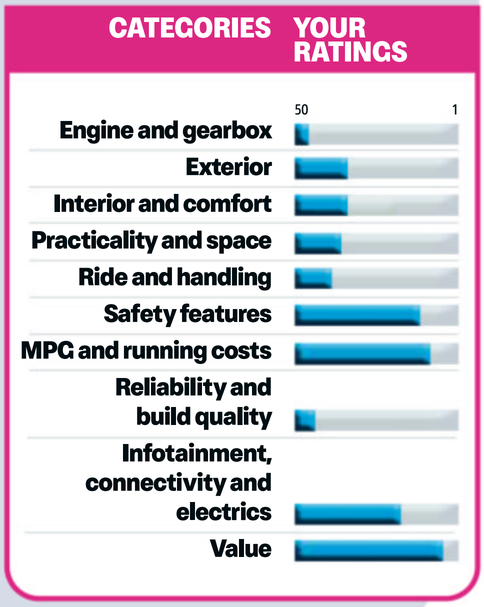
MPG AND RUNNING COSTS

YOU SAID "The fuel economy is really good; once I've filled up the tank, it seems to last for ages. Maintenance costs are also pretty reasonable. I think that the Mazda is good value for money, considering the quality and equipment levels."

86.89%

OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better



USED BUYER'S GUIDE DS

FROM £8,500 Chunky DS crossover is a bold and distinctive choice in a sea of small SUVs

Richard Dredge

NEXT year will mark a decade since the DS brand was spun off from Citroen by then-owner PSA. Since then, PSA has become Stellantis, and while the cars from all brands within the group have come on in leaps and bounds over the past few years, DS has struggled to gain traction in the UK.

The French marque accounts for just 0.06 per cent of the market, with sales of 1,152 in 2024– that's less than half of what DS achieved in the previous year. Yet, despite low sales, models such as the DS 3 Crossback can be tempting as a used buy – even if it's no class leader in any respect, it's an interesting and distinctive choice.

HISTORY

THE DS 3 Crossback hit UK roads in May 2019. There was a 1.2-litre three-cylinder PureTech turbocharged petrol engine with 100, 130 or 155bhp, or a 101bhp 1.5 BlueHDi diesel. While the PureTech 130 and 155 came only in eight-speed auto form, the PureTech 100 and BlueHDi 100 were available solely with a six-speed manual gearbox. In January 2020 the electric DS 3 Crossback E-Tense joined the range, with a 134bhp electric motor and a 50kWh battery.

A facelift in spring 2023 brought a change of name (now just DS 3), a 153bhp motor and 54kWh battery for the E-Tense, refreshed exterior styling, new trim levels and extra standard equipment; the diesel option was also dropped. A self-charging hybrid was introduced in May 2024; it was based on the PureTech 130, adding a 27bhp motor powered by a 0.9kWh battery.

WHICH SHOULD I BUY?

IN some ways, the E-Tense is the pick of the bunch, and you'll pay less for one of these than for an equivalent petrol or diesel model. But if you prefer an engine, we wouldn't dissuade you; the PureTech and BlueHDi units are pleasant enough to drive.

All DS 3s are well equipped, but deciphering the model range isn't easy to understand. It started out as Elegance, Performance Line, Prestige and Ultra Prestige before morphing into Montmartre, Bastille, Rivoli, Performance Line and Performance Line+. From the 2023 facelift, the last two went from topping the range to being entry-level models, with Rivoli and Opera above them.

RUNNING COSTS

RUNNING costs should be sensible, but if you buy badly, you'll lose a packet in depreciation. All DS 3s need to be serviced every 12 months or 12,500 miles, alternating between Minor and Major at £254 and £410.

Whereas the diesel engine is chain-driven, the petrol engines have a cambelt that needs to be replaced every six years or 62,500 miles; you'll pay around £750 for this and, as you'll see from our checklist (right), doing so is hugely important.

Insurance groups range from 14 to 25 for ICE models whereas E-Tense editions are in groups 28-31. Official fuel consumption figures are typically 45mpg for the petrol models, with the diesel rated at 10mpg or so more.

PRICES

WE found an early, high-mileage early E-Tense for just £8,500, but most Crossbacks have an asking price of over £11,000. For this, you'll get a petrol, diesel or electric DS 3, with around 65,000 miles on the clock; the E-Tense will be a year or two newer than the ICE variants.

Most DS 3s are petrol; electric is next most popular, with diesels most unusual. Facelifted DS 3s start at £16,000 for a 23-plate 1.2 PureTech with 30,000 miles on the clock, or you could buy an E-Tense that's done a tenth of this mileage for the same.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

ON THE ROAD
DS 3 uses the same platform as the Vauxhall Mokka and Peugeot 2008, so is easy to drive. Eight-speed auto (above) is standard on higher-spec models

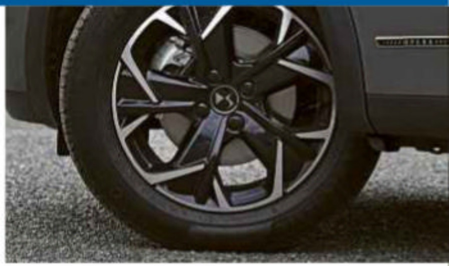
✓CHECKLIST

ON THE PULL

When it comes to towing, all petrol and diesel DS 3s are rated at a maximum of 1,200kg, but the electric E-Tense isn't able to tow.

CHARGING AHEAD

The E-Tense can charge at up to 100kW, but sometimes the dash tells porkies about how much juice is in the batteries. Owners aren't impressed by the app, either.



RECALLS

A PARTICULAR disappointment is that the DS 3 has been recalled on nine occasions so far, the first time as early as February 2020 because some cars could suffer from brake pipe failure. AdBlue problems on diesel models led to a recall in December 2020, while wiring loom glitches on E-Tense editions were behind a campaign in July 2022.

There were three recalls in 2023. The first two were because of faulty software that could lead to a loss of drive (the traction battery control unit was the problem with the first recall, while the air-conditioning compressor was behind the problems the second time round). The final one of the trio of recalls in 2023 was down to fuel leaks from the engine bay.

There were three more recalls in 2024, because of emissions problems through faulty software, sub-standard steering racks, and the failure of various driver-assistance systems, once again because of software glitches.

ALTERNATIVES

THERE are many rivals, not least because the Peugeot 2008/E-2008 and Vauxhall Mokka are have the same underpinnings as the DS. They're more widely available, have more cabin space and are better value.

As a new car, the DS also competes with models such as the Audi Q2, Volvo XC40, Volkswagen T-Roc and BMW, along with the Lexus LBX. However, these all cost considerably more as used buys, because they depreciate far more slowly.

That also goes for the MINI Countryman, or if you're after an EV, the Hyundai Kona Electric and the Kia E-Niro. Other contenders include the MG ZS, Citroen's C4 and e-C4 along with the Volkswagen ID.3, while the Ford Puma is a superb alternative.

S 3 Crossback

ELECTRONIC GLITCHES

The infotainment screen has been known to go blank for no reason, then just spring back to life. The screen isn't all that responsive and the same is true of some of the touch-sensitive switches.

WET BELT WOES

Petrol models have a 'wet belt' engine, meaning cambelt intervals must be obeyed. There are reports of shredded belts causing oil delivery problems, leading to complete engine failure.

ON THE ROAD

THE DS 3 is easy to drive, but it isn't at all rewarding, because the steering feels too remote.

Refinement is good and so is ride comfort, but the latter comes at the expense of handling. Its performance is good though – the E-Tense doesn't accelerate as rapidly as some rivals but it's quick enough, while the petrol and diesel engines give a good turn of speed. In short, the Crossback is capable, but it doesn't stand out in any way.

DRIVER POWER

WHILE the original DS 3 appeared in our Driver Power New Car surveys as a standalone brand, DS has never made an appearance, largely because its cars sell in small quantities.

However, other Stellantis brands have featured in our polls; while Vauxhall doesn't normally do that well, Peugeot and Citroen have been on a roll lately, with the Citroen C4 Mk3 coming an impressive first place in 2023.

INTERIOR

DS hasn't produced just another generic cabin design, and for that it should be applauded. The choice of materials is good, with a high standard of fit and finish, but things fall down ergonomically because the switchgear isn't laid out intuitively and can be fiddly to use on the move, with some buttons tucked away. The touch-sensitive controls provide no feedback, while too many of the functions are operated via the infotainment, including the climate control.

The DS 3 is a small SUV with a shortage of cabin space; things are pretty tight in terms of legroom, while head room isn't generous, and nor is boot space at 350 litres, extending to 1,050 litres with the rear seats folded down.

VERDICT ★★⯪☆☆

IT'S hard to recommend the DS 3 as a new buy because of high prices; DS sees itself as a premium brand, but buyers don't. Hefty depreciation means these stylish small SUVs are a better bet as a used buy, because they're great value compared with rivals. The DS 3 is available with petrol, diesel, electric and hybrid powertrains, so in theory there's one for everyone, though the interior design is divisive, reliability is patchy, the cabin is cramped and the ride quality is disappointing. But the DS 3 is easy to drive, it looks smart, plus it's well equipped, especially if you buy further up the range.

Porsche Cayenne Prices from £76,555

1

PROS	**CONS**
Entertaining to drive	Pricey options
Quiet and refined	Some hard plastics
Spacious interior	Expensive servicing

THE Porsche Cayenne began life as a joint development with the first-generation Volkswagen Touareg, but it didn't take long for it to become Porsche's biggest seller, as the company brought its renowned sports car expertise to bear and produced a large SUV with the enthusiastic driver in mind.

The latest is the best yet and offers plenty of performance, along with a level of agility that's incredible for a car of this stature. Throw the Cayenne into a corner and its clever active suspension can almost eradicate body roll. This, combined with responsive steering, delivers a great drive. Inside, the car is finished to a high standard and has a driver-focused layout. Porsche's tech is first-rate, too. We're such fans of the Cayenne that we named it our 2024 Large Premium SUV of the Year.

10 BEST LUXURY SUVs

FROM £69,615 A luxury SUV is ideal if you want prestige with practicality. Here are our favourites

Range Rover Prices from £104,625

3

PROS	**CONS**
Comfort and refinement	Pricey options
Fantastic image	Some reliability issues
Seven-seat option	Running costs

THE original Range Rover is often credited as the pioneer of the luxury SUV, and it continues to find itself near the top of the class 55 years since the first model made its debut.

Technically speaking, the latest Range Rover is more sophisticated than its ancestor, but it retains the crucial recipe of off-road capability and limousine luxury. It feels at home anywhere, cruising on the motorway, gliding through town or conquering a rocky track. Yet it always enjoys excellent refinement and flawless ride quality, whatever the terrain.

The latest model is also the most advanced yet in terms of powertrains, and the new MLA-Flex architecture means petrol, diesel and even plug-in hybrid variants are on offer – an all-electric version of the Range Rover is on the way, too.

BMW X5 Prices from £71,275

2

PROS	CONS
Great to drive	Not great off road
Smart interior	Limited boot space
PHEV option	Short PHEV range

LIKE the Cayenne (left), the X5 also finds itself at the sportier end of the luxury SUV spectrum. It's not quite as thrilling to drive, but the less expensive BMW does come close, as we found out when we pitted the two cars against each other in a twin test. On Britain's pitted roads, the X5 is also the more comfortable of the two, and with the option of seven seats, it's a good choice for bigger families.

If you're eco-conscious, there's also the option of the plug-in hybrid X5 xDrive50e. This is powered by a 3.0-litre straight-six petrol engine combined with an electric motor to return an official fuel economy figure of around 313mpg – although we managed around 43.5mpg during testing. The X5 PHEV also claims up to 67 miles of range on pure-electric power and gives BIK savings for company car drivers, too.

Shane Wilkinson

Shane.Wilkinson@autoexpress.co.uk

AEX LUXURY SUVs take the opulence and refinement of a posh saloon, and then combine them with the practicality and ruggedness of an SUV. This blend of space and elegance, combined with a commanding presence have made SUVs the bodystyle of choice in the luxury market.

Range Rover Sport Prices from £75,855

4

PROS	CONS
Excellent comfort	Running costs
Good quality tech	Steep insurance
Rear-wheel steering option	Questionable reliability

IT might be the smaller and cheaper sibling to the full-size Range Rover (left), but the Sport is still a highly capable and sophisticated SUV.

Physically, the Range Rover Sport isn't actually that much smaller than its sister car, which means there's still a great deal of interior and luggage space. There are plenty of equally fancy materials to be found, too, regardless of its lower starting price. There's no seven-seat option, though.

The Sport drives just as any Range Rover should. Not only will this luxury SUV take tough terrain in its stride, but you'll enjoy outstanding comfort too, with a fabulous ride on the open road. Another similarity to the full-size Range Rover is the choice of petrol, diesel or plug-in hybrid power, with plenty of used versions of each widely available to choose from.

Bentley Bentayga Prices from £169,845

5

PROS

Mighty performance
Incredible cabin
Brand image

CONS

High emissions
Steep running costs
Pricey options

THE Bentayga was Bentley's first SUV, and it quickly became one of the firm's best-selling cars. Despite sharing the same underpinnings as the Porsche Cayenne, the Bentayga is different in the metal. Inside you'll find the kind of craftsmanship you'd expect in a Flying Spur or Continental GT. A huge amount of personalisation options are also available via the marque's Mulliner division, too.

Bentley is no stranger to building hefty performance machines, either, so the Bentayga packs plenty of punch. Power comes courtesy of a 456bhp 3.0-litre V6 plug-in hybrid or a more traditional 542bhp 4.0-litre petrol V8, and neither engine choice will leave you wanting for more.

Audi Q7 Prices from £69,615

7

PROS

Ride comfort
Spacious interior
Good value vs rivals

CONS

Expensive options
Feels slightly dated
Small boot

SINCE its introduction in 2007, the Audi Q7 has been a big sales hit – and the current version retains what made it a success story. The Audi is pitched as one of the sportier offerings in this sector of the market, and that tells not just in the way it looks but also in the way this seven-seat SUV drives – although it can feel quite cumbersome around town.

It's strong on tech, and the Audi is a top choice for infotainment lovers. Touchscreen technology isn't for everyone, but there's no denying that its dual-display set-up with haptic feedback, combined with the brand's impressive Virtual Cockpit display, is one of the sharpest-looking and slickest infotainment set-ups out there.

Rolls-Royce Cullinan Prices from £298,800

9

PROS

Incredible interior
Wonderfully refined
Effortless power

CONS

Challenging looks
Huge running costs
Hefty emissions

PUT simply, the Rolls-Royce Cullinan is one of the most exclusive SUVs money can buy. This is reflected in its price, which starts at almost £300,000. That makes it one of the most expensive luxury SUVs on this list, with Ferrari's Purosangue being the only other car costing around £300k. For the money, buyers get trademark Rolls-Royce opulence in a huge, high-riding package. Not only is it arguably the most lavishly appointed SUV you can buy, it's one of the biggest too, noticeably larger than even the Mercedes G-Class.

A 6.75-litre twin-turbocharged V12 engine delivers 563bhp and 950Nm of torque. It lives an unstressed life, and is immensely refined and serene both at speed and around town.

BMW iX Prices from £71,575

6

PROS

Interior quality
Efficient
Great to drive

CONS

Smaller boot than rivals
Polarising looks
Limited options

WHILE the BMW iX might have divisive styling, the electric SUV is a showcase of the company's engineering brilliance. Not only is it great to drive, but it's comfortable and has some class-leading technology.

The iX starts from more than £70,000, but running costs should be pretty low, thanks to its electric powertrain. Depending on spec, BMW claims that it can achieve up to 382 miles of range. And when you need to top up the battery, rapid charging from 10 to 80 per cent takes less than 40 minutes. Inside, the quality becomes apparent, with top-end materials and cutting-edge tech, including two 14.5-inch curved screens and BMW's latest iDrive infotainment system.

Mercedes G-Class Prices from £137,280

8

PROS

Iconic presence
Off-road ability
Sumptuous interior

CONS

Polarising image
Pricey option packs
High running costs

A LUXURY car with military roots seemed like a ridiculous idea until Mercedes pulled it off with the G-Class. The long-serving SUV has seen plenty of innovation throughout its decades on sale, but its basic appearance has remained largely unchanged.

Because of its heritage and robust build, the G-Class is a car that can happily take on a gruelling off-road course and then pull up outside a five-star hotel without anyone batting an eyelid. There's even a fully electric version known as the G 580 with EQ Technology, and this has also been designed to take on the toughest terrain. Go easy on it, though, and this prestige EV can return a range of up to 285 miles on the WLTP cycle.

Ferrari Purosangue Prices from £313,000

10

PROS

Fantastic to drive
Plenty of power
Exclusivity

CONS

Too quirky for some
Massive running costs
Limited headroom

THE Ferrari Purosangue is a car they said they'd never make at Maranello, but Ferrari's first SUV is a V12-powered, 715bhp, £313k, four-door, four-seat answer to the Rolls-Royce Cullinan, Aston Martin DBX707 and even the Range Rover.

Although the Purosangue is a brash, thirsty and extremely expensive, it offers a driving experience that its rivals simply can't match. There's almost endless clarity and speed when it comes to its chassis, steering and throttle response. Indeed, when you want to sit back and relax, the car settles down and morphs into a fairly comfortable cruiser. The only downside is that it has a slightly firmer ride than its competitors

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. Warranty: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and widthof each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are ratedby drivers, then ranked against others onsale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,745 for vehicles emitting over 255g/km of CO_2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000

Electric vehicle:	£0
Alternative fuel:	£180
Petrol/diesel:	£190

Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000

Electric vehicle:	£0
Alternative fuel:	£590
Petrol/diesel:	£600

After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£34195
42kWh (152) auto 500e Turismo	157	7.0	0	23	£38195

500C: add £3000

595/695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (145) 595	42.2	7.3	152	29	£23260
1.4 T-Jet (165) 595 Turismo	42.2	7.3	152	30	£24760
1.4 T-Jet (180) 695	40.9	6.7	156	34	£25760
1.4 T-Jet (180) 695 Turismo	40.9	6.7	156	34	£27260
1.4 T-Jet (180) 695 Competizione	40.9	6.7	156	35	£29960
1.4 T-Jet (180) 695 75th Anniv	39.2	6.7	162	35	£32930

595C/695C: add £2650

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£41975

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£41645
2.0T (280) auto Veloce	39.2	5.7	162	34	£46645
2.0T (280) auto Tributo	39.2	5.7	162	34	£50245
2.9 V6TT (520) auto Quadrifoglio	28.0	3.9	229	46	£80545

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (156) auto Junior	247	9.0	0	N/A	£33895
54kWh (156) auto Speciale	254	9.0	0	N/A	£35695

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52775

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£57350
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£54950

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£68600

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£89300
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£90400

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£91400

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto Gran Coupe	23.7	3.4	270	50	£144800

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£166900

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	N/A	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	N/A	£36000
52kWh (220) auto A290 GTS	226	6.4	0	N/A	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500

DBS - 4712x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23500
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25450
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24540
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26490
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24235
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26185
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25275
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27225
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28250

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£29485
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£31765
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31035
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£33315
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31050
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33330
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	33	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34500
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£36830

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A4 Avant - 4726x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 4	28.8	4.1	221	46	£72300

Carbon Black: add £6400
Vorsprung: add £18255

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	N/A	£41950
2.0 TFSI (150) auto S line	41.5	9.8	154	N/A	£44100
2.0 TFSI (150) auto Edition 1	39.8	9.8	161	N/A	£49100
2.0 TFSI (204) auto Sport	42.2	7.8	155	N/A	£44290
2.0 TFSI (204) auto S line	41.5	7.8	155	N/A	£46440
2.0 TFSI (204) auto Edition 1	39.8	7.8	162	N/A	£51440
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	N/A	£68700
2.0 TDI (204) auto Sport	58.9	7.7	127	N/A	£46950
2.0 TDI (204) auto S line	58.9	7.7	127	N/A	£49100
2.0 TDI (204) auto Edition 1	55.4	7.7	133	N/A	£54150
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	N/A	£48475
2.0 TDI (204) quattro auto S line	55.4	6.9	133	N/A	£50625
2.0 TDI (204) quattro auto Edition 1	54.3	6.9	137	N/A	£55625

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	N/A	£43850
2.0 TFSI (150) auto S line	40.9	9.8	157	N/A	£46000
2.0 TFSI (150) auto Edition 1	39.2	9.8	164	N/A	£51000
2.0 TFSI (204) auto Sport	41.5	7.8	157	N/A	£46190
2.0 TFSI (204) auto S line	40.9	7.8	159	N/A	£48340
2.0 TFSI (204) auto Edition 1	38.7	7.8	166	N/A	£53340
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	N/A	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	N/A	£48850
2.0 TDI (204) auto S line	57.6	7.7	130	N/A	£51000
2.0 TDI (204) auto Edition 1	54.3	7.7	136	N/A	£56050
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	N/A	£50375
2.0 TDI (204) quattro auto S line	55.4	6.9	135	N/A	£52525
2.0 TDI (204) quattro auto Edition 1	53.3	6.9	139	N/A	£57525

A5 Sportback - 4726x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845

Carbon Black: add £6400
Vorsprung: add £17900

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI auto Sport	39.2	7.3	163	32	£45840
2.0 (265) 45 TFSI quat auto Sport	37.2	6.0	173	35	£51380
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£58820
2.0 (204) 40 TDI quat auto Sport	50.4	7.6	147	38	£49485
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£72330

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI quat auto Sport	38.2	7.5	168	32	£48405
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	178	35	£53530
2.0 (299) 50 TFSI e quat auto Sport	217.3	6.3	30	27	£60970
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£116120
2.0 (204) 40 TDI quat auto Sport	48.7	7.8	151	38	£52045
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£74480

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	461	5.4	0	N/A	£69845
100kWh (367) quattro auto S line	461	5.4	0	N/A	£73345
100kWh (367) quattro auto Edition 1	429	5.4	0	N/A	£78345
100kWh (503) quattro at S6 Edition 1	402	4.1	0	N/A	£97445

A6 Avant e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	435	5.4	0	N/A	£71645
100kWh (367) quattro auto S line	434	5.4	0	N/A	£75145
100kWh (367) quattro auto Edition 1	401	5.4	0	N/A	£80145
100kWh (503) quattro at S6 Edition 1	384	4.1	0	N/A	£99245

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£59540
2.0 (299) 50 TFSI e quat at Sport	235.4	6.3	29	46	£67120
4.0 TFSI (600) quattro at RS 7 perf	23.0	3.6	280	50	£119775
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£57695
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	188	50	£79240

S line: add £2300 to Sport
Black Edition: add £2800 to S line
Vorsprung: add £14955 to S7
Carbon Black: add £8950 to RS 7
Carbon Vorsprung: add £17400 to RS 7

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
93kWh (476) quattro auto	298	4.1	0	50	£87415
93kWh (598) quattro auto RS	286	3.3	0	50	£119565
93kWh (598) quat at RS Carbon Bl	286	3.3	0	50	£132955

Vorsprung: add £25150 to e-tron GT, add £6900 to RS e-tron GT Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£83055
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£92380
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£96380
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£111800
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£80875
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£84875

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (110) 30 TFSI Sport	48.7	11.2	131	14	£29105
1.0 (110) 30 TFSI S line	48.7	11.2	131	14	£31555
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£30915
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£33365
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£32465
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£34915
2.0 TFSI (296) quat at SQ2 Black Ed	34.0	4.9	188	37	£45890

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

A5 Coupe - 4673x1846mm
Euro NCAP: N/A **Driver Power:**N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845

Carbon Black: add £6400
Vorsprung: add £17900

R8 - 4426x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V10 FSI (570) at Perf RWD Ed	22.4	3.7	286	50	£146300
5.2 V10 FSI (620) quat at Perf Ed	21.9	3.1	293	50	£162405

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	N/A	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	N/A	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	N/A	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	N/A	£49785
80kWh (286) auto iX3 M Sport	292	6.8	0	N/A	£65160

M Sport: add £1800 to xLine
M Sport Pro: add £3000 to iX3

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (326) at xDrive40 Sport	264	6.1	0	47	£70985
71kWh (326) at xDrive40 M Sport	264	6.1	0	47	£73985
71kWh (523) at xDrive50 M Sport	383	4.6	0	50	£104285
71kWh (619) auto xDrive M60	348	3.8	0	50	£124605

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£88890
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£113055
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£89515

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	32	50	£110730
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150270
4.4 V8TT PHEV (748) auto Label	166.2	3.8	37	50	£174330

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38040
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£41095
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£48045
3.0TT (480) M2	28.2	4.2	227	42	£67150
3.0TT (480) auto M2	29.1	4.0	219	42	£65915

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£44195
3.0TT (374) auto M440i xDrive	36.2	4.5	176	40	£60725
3.0TT (530) auto M4 Comp xDrive	28.2	3.5	226	44	£87495
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£120345

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	154	33	£51280
3.0TT (374) auto M440i xDrive	35.3	4.9	182	43	£67400
3.0TT (530) auto M4 Comp xDrive	27.7	3.7	231	46	£91500

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	190	45	£83990
4.4 V8TT (530) auto M850i xDrive	26.9	3.9	239	50	£116045
4.4 V8TT (625) at M8 Competition	25.0	3.2	257	50	£140355

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.2	5.5	195	48	£90990
4.4 V8TT (530) auto M850i xDrive	26.4	4.1	244	50	£123405
4.4 V8TT (625) at M8 Competition	24.8	3.4	261	50	£147355

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£45170
3.0TT (340) M40i	32.5	4.6	197	38	£63230
3.0TT (340) auto M40i	34.9	4.5	183	38	£57350

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray 2LT	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray 3LT	23.3	3.5	277	50	£96680

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	46.0	10.6	128	N/A	£17990
44kWh (113) auto Plus	199	10.4	0	N/A	£21990
44kWh (113) auto Max	199	10.4	0	N/A	£23690

C3 Origin - 3996x1749mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (83) You!	53.4	12.5	123	14	£21990
1.2 PureTech (83) Plus	53.4	12.5	124	16	£21990
1.2 PureTech (83) Max	53.4	12.5	125	12	£21990
1.2 PureTech (110) Max	53.3	9.4	126	20	£21990
1.2 PureTech (110) auto Plus	59.8	10.1	134	22	£21990
1.2 PureTech (110) auto Max	59.8	10.1	136	18	£23690

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	10.8	122	14	£19720
1.2 PureTech (130) Plus	54.7	8.9	122	19	£23755
1.2 PureTech (130) Max	54.7	8.9	119	19	£25645
1.2 PureTech (130) auto Plus	50.7	9.4	131	18	£25165
1.2 PureTech (130) auto Max	50.7	9.4	131	19	£27050
1.2 Hybrid (100) auto You!	62.1	10.7	107	N/A	£22015
1.2 Hybrid (136) auto Plus	62.1	8.0	107	22	£26505
1.2 Hybrid (136) auto Max	62.1	8.0	107	22	£28395
50kWh (136) auto You!	220	10.0	0	21	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	257	9.2	0	24	£35800

E-Series: add £1160 to e-C4 Max

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	11.6	123	15	£19720
1.2 PureTech (130) auto Plus	50.7	10.3	132	20	£25165
1.2 PureTech (130) auto Max	50.7	10.3	132	20	£27050
1.2 Hybrid (136) auto Plus	62.1	8.1	106	23	£26505
1.2 Hybrid (136) auto Max	62.1	8.1	106	23	£28395
50kWh (136) auto You!	219	10.0	0	22	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	260	9.3	0	23	£35800

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto You!	48.1	10.4	137	20	£29440
1.2 PureTech (130) auto Plus	48.1	10.4	137	20	£30940
1.2 PureTech (130) auto Max	48.1	10.4	137	20	£32930
1.2 Hybrid (136) auto Plus	58.9	9.7	116	N/A	£32240
1.2 Hybrid (136) auto Max	58.9	9.7	116	N/A	£34230
1.6 PureTech PHEV (225) auto Plus	236.2	7.9	32	31	£39300
1.6 PureTech PHEV (225) auto Max	236.2	7.9	33	31	£41290

Hypnos: add £2000 to PHEV (225)Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	45.5	11.5	154	12	£23250
1.5 BlueHDi (130) auto Plus M	51.8	11.2	152	15	£26950
1.5 BlueHDi (130) auto Max M	51.8	11.2	153	15	£29465
52kWh (136) auto Plus M	212	N/A	0	20	£31135
52kWh (136) auto Max M	211	N/A	0	21	£33650
52kWh (136) auto Plus XL	206	N/A	0	21	£32035

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	40.7	10.6	208	N/A	£56590
50kWh (136) auto You! M	136	13.1	0	30	£38135
50kWh (136) auto You! XL	134	13.1	0	31	£39035

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto You! M	215	13.1	0	31	£43535
75kWh (136) auto You! XL	215	13.1	0	32	£44435

Max: add £10840 to 75kWh

C3 Aircross - 4155x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 20th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) You!	54.2	10.1	134	18	£17830
1.2 PureTech (110) Plus	54.2	10.1	134	18	£20560
1.2 PureTech (130) auto Plus	48.5	9.2	144	21	£22140
1.5 BlueHDi (110) Max	64.0	10.8	130	15	£23800

Max: add £2100 to Plus

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	220.9	8.7	33	28	£36495
1.6 PureTech PHV (225) at E-Series	220.9	8.7	34	28	£39135
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHDi (130) auto Max	54.1	10.6	144	19	£30725

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	N/A	140	N/A	£33450
1.5 TSI (150) V2	44.8	N/A	143	N/A	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	N/A	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	N/A	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	N/A	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	N/A	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	N/A	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	N/A	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	N/A	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	N/A	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	N/A	£47340
77kWh (286) auto V2	337	6.8	0	N/A	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	N/A	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	N/A	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1784mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	248	9.0	0	29	£38465

Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£35250
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£34400
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) at Perf Lin+	220.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	222.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	44	41	£57060
1.5 B'HDi (130) at Performance Li+	53.3	10.7	146	26	£40360

Rivoli: add £1180 to Performance Line+ (not E-Tense 360) **Opera:** add £3840 to Performance Line+ (not BlueHDi)

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Panda - 3653x1643mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70) Panda	57.6	13.9	111	6	£14775
1.0 FireFly Hybrid (70) (Red)	56.5	14.7	113	6	£16775
1.0 FireFly Hybrid (70) Top	56.5	14.7	113	6	£16275
1.0 FireFly Hybrid (70) Garmin	56.5	14.7	113	6	£17775

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995

500C: add £2675 to Hybrid, add £6000 to Electric

500X - 4269x1796mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T FireFly 48v (130) auto	49.6	9.4	129	14	£28525
1.3T FireFly 48v (130) auto (Red)	49.6	9.4	129	14	£29985
1.3T FireFly 48v (130) auto Top	47.9	9.4	133	14	£29985

Dolcevita: add £2650

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£23975
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£26975
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£24975
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£27975
54kWh (154) auto (Red)	254	9.0	0	N/A	£32995
54kWh (154) auto La Prima	252	9.0	0	N/A	£36995

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28500
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29330
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31530
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30350
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31180
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33380
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£37705
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£42905
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£39155

Estate: add £1160-£1600
Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£25800
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£26700
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£27600
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£28500
1.0T E'Boost (155) auto Titanium	49.6	8.7	129	17	£28350
1.0T EcoBoost (155) auto ST-Line	49.6	8.7	128	17	£29250
1.0T EcoBoost (170) auto ST	47.1	7.4	136	21	£33050
53kWh (168) auto Select	233	8.0	0	N/A	£29995
53kWh (168) auto Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	233	8.7	0	19	£39875
55kWh (170) auto Premium	221	8.7	0	20	£43975
82kWh (286) auto Select	374	6.4	0	28	£45875
82kWh (286) auto Premium	354	6.4	0	29	£49975
84kWh (340) auto Premium AWD	329	5.3	0	32	£53975

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	242	8.7	0	20	£42075
55kWh (170) auto Premium	231	8.7	0	21	£46175
82kWh (286) auto Select	389	6.4	0	29	£48075
82kWh (286) auto Premium	369	6.4	0	30	£52175
84kWh (340) auto Premium AWD	346	5.3	0	33	£56175

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32095
1.5T E'Boost (150) ST-Line	44.1	9.5	147	17	£37395
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38565
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42365
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£40865
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40555
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£40955

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (268) auto Select	292	6.9	0	33	£50830
98kWh (294) auto Premium	372	7.0	0	37	£59380
98kWh (370) auto AWD Premium	341	5.8	0	40	£65405
98kWh (487) auto AWD GT	320	4.4	0	40	£74540
98kWh (487) auto AWD GT Rally	316	4.4	0	40	£76790

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 E'Boost (288) at DC Raptor	20.5	7.9	315	42	£58901
2.0 EcoBlue (170) Double Cab XL	37.7	10.5	222	39	£35760
2.0 EcoBlue (170) Double Cab XLT	37.7	10.5	221	39	£37380
2.0 EcoBlue (205) auto DC Tremor	38.2	10.5	270	41	£41460
2.0 EcoBlue (205) at DC Wildtrak	38.2	10.5	230	42	£47220
2.0 EcoBlue (205) at DC Wildtrak X	38.2	10.5	271	42	£49620
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£56531
3.0 V6 E'Blue (240) at DC Wildtrak	32.5	8.7	264	44	£52620
3.0 V6 E'Blue (240) at DC Platinum	32.5	8.7	266	45	£55080

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	274	44	£55275
5.0 V8 (446) auto GT Fastback	23.9	4.9	277	45	£57725
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£59225
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£61225
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£67995
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£69995

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

G70 - 4685x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (245) auto Sport	35.4	6.1	181	38	£41555

Shooting Brake: add £1400

G80 - 4995x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium	33.9	6.0	190	40	£43100
2.5T (304) auto Premium AWD	31.2	6.3	208	43	£45655
87.2kWh (370) at El'fied Lux AWD	323	4.9	0	50	£69905

Sport: add £5200 to Premium
Luxury: add £5300 to Premium

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54105
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£58565

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (300) auto Premium AWD	29.7	6.1	216	44	£42955
2.5T (300) auto Sport AWD	29.7	6.1	216	44	£45255
2.2D (206) auto Premium AWD	40.0	7.9	185	44	£42455
2.2D (206) auto Sport AWD	40.0	7.9	185	41	£44755
77.4kWh (490) at El'fied Spt AWD	283	4.2	0	N/A	£65105

Luxury: add £1300 to Sport (not Electrified)

GV80 - 4945x1975mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium AWD	27.4	6.9	241	46	£60645
2.5T (304) auto Premium AWD 7st	27.2	6.9	244	46	£60125

Sport: add £5800 **Luxury:** add £6100 **Luxury Plus:** add £15300

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£26885
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£28085
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£29085
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£29285

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 eHEV (143) auto Elegance	60.1	7.9	108	28	£35005
2.0 eHEV (143) auto Sport	56.5	7.9	113	28	£36505
2.0 eHEV (143) auto Advance	56.5	8.1	114	28	£39805
2.0T (329) auto Type R	34.4	5.4	189	43	£50050

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£30705
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£33160
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£36305

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£39995
68.8kWh (204) auto Advance	256	7.7	0	43	£42195

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£39505
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£41110
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£42910

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£45930
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£49030
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£53995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16030
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£16680
1.2 MPi (84) Advance	52.3	15.6	123	6	£16830
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£17480

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£18630

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

1.0 T-GDi (100) Advance	52.3	10.4	123	13	£21530
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24180
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£22780
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£25430
1.6 T-GDi (204) N	40.3	6.2	158	27	£27165

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22710
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25660
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23910
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26860
1.5 T-GDi (159) N Line	44.1	8.4	146	16	£26670
1.5 T-GDi (159) auto N Line	45.5	8.8	141	16	£27880
2.0 T-GDi (280) N Performance	35.3	5.4	182	26	£36415

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

63kWh (170) auto Advance	273	8.5	0	N/A	£39900
84kWh (228) auto Advance	354	7.5	0	N/A	£43400
84kWh (228) auto N Line	320	5.3	0	38	£46620
84kWh (325) auto N Line AWD	307	5.3	0	41	£50120
84kWh (650) auto N AWD	278	3.4	0	49	£65000

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

77kWh (228) auto Premium	338	7.4	0	36	£47040
77kWh (325) auto Premium AWD	322	5.1	0	41	£50540

Ultimate: add £3500 to Premium
First Ed: add £4750 to Premium AWD

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

42kWh (97) auto 01	203	11.7	0	N/A	£23495
49kWh (115) auto 01	229	10.6	0	N/A	£25045
49kWh (115) auto 02	223	10.6	0	N/A	£26745
49kWh (115) auto 02 Tech	223	10.6	0	N/A	£27245
49kWh (115) auto Cross	229	10.6	0	N/A	£28745

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

1.0 T-GDi (100) Advance	51.4	11.3	125	16	£22480
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£23880
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£23730
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25130

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26040
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£27840
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£26990
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29200
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£28540
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	£30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	£32185
48kWh (156) auto Advance	234	8.8	0	25	£34995
65kWh (218) auto Advance	319	7.8	0	31	£38595
65kWh (218) auto N Line	282	7.8	0	31	£40395

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

1.6 T-GDi (160) Advance	41.5	10.3	154	16	£32000
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£34500
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£33580
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36080
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£40990
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£35590
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38140
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42230
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39275
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41775
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43375

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£46775
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£50275
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£52775
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£48830
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£52330
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£54830
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51885
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55135
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57635

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£76140

Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66230
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66230

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5265x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: N/A **Driver Power:** N/A

1.6T (147) auto Deluxe	37.7	10.3	169	22	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	33	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	41	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

1.2T (100) Longitude	49.6	10.6	129	22	£24359
1.2T (100) Altitude	49.6	10.6	127	23	£26059
1.2T (100) Summit	49.6	10.6	129	23	£28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	£25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	£27699
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	£29899
54kWh (156) auto Longitude	244	9.6	0	24	£34999
54kWh (156) auto Altitude	244	9.6	0	24	£36699
54kWh (156) auto Summit	244	9.6	0	25	£38899

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	£30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	£33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	£38219
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.1	43	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	£34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	£40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	£41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	£44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44675

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£63125

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	£72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85804

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

1.5 GDi-T (163) K40	40.1	N/A	161	18	£23030
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£24550

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

1.5 GDi-T (163) K30	36.9	10.8	175	18	£25595
1.5 GDi-T (163) K40	36.9	10.8	175	18	£28595
1.5 GDi-T (163) auto K30	35.5	10.8	182	18	£27095
1.5 GDi-T (163) auto K40	35.5	10.8	182	18	£30595

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£31995
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£34995
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£36995
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£39995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£41995

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

2.2D (202) auto K30	32.9	10.7	225	36	£40585
2.2D (202) auto K40	32.9	10.7	225	37	£42585
2.2D (202) auto K50	32.6	10.7	227	38	£46370

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

2.2D (202) EX	34.0	N/A	220	48	£31326
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£39906
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£41406

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

1.0 DPi (62) 2	55.4	15.4	111	4	£15595
1.0 DPi (62) GT-Line	52.3	15.4	122	5	£16745
1.0 DPi (62) 3	55.4	15.4	111	5	£17545
1.0 DPi (62) auto 2	54.3	18.2	114	4	£16295
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17445
1.0 DPi (62) auto 3	54.3	18.2	114	5	£18245
1.2 DPi (77) GT-Line S	51.4	13.1	125	8	£18445
1.2 DPi (77) auto GT-Line S	49.6	16.5	129	5	£19145

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

1.5 T-GDi (138) 2	48.7	9.5	128	13	£23105
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£25755

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26225
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26710
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27210
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31215

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

1.5 T-GDi (138) 2	49.6	9.7	129	13	£23850
1.5 T-GDi (138) 3	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£27955

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£27810
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32315

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

84kWh (225) auto Air	361	7.7	0	N/A	£45575
84kWh (226) auto GT-Line	361	7.7	0	N/A	£48575
84kWh (320) auto AWD GT-Line	339	5.3	0	N/A	£52075
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

1.0 T-GDi (98) 2	51.4	11.3	125	9	£21265
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22270
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23760
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22265
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23270
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24760

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

1.5 T-GDi (138) 2	46.3	8.7	137	16	£24340
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£25815
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26315
1.5 T-GDi (138) auto GT-Line	N/A	8.9	142	17	£26915
1.5 T-GDi (138) auto 3	N/A	8.9	142	17	£27415
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£31915

Soul EV - 4220x1825mm
Euro NCAP: N/A **Driver Power:** N/A

64kWh (201) auto Explore	280	7.9	0	31	£39075

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30085
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32335
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35085
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35325
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37575
1.6 GDi PHEV (180) auto 3	282.5	9.6	22	24	£40325
65kWh (201) auto EV 2	285	7.8	0	28	£37325
65kWh (201) auto EV 3	285	7.8	0	29	£39575
65kWh (201) auto EV 4	285	7.8	0	29	£42325

Horizon: add £670 to 2
heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

58.3kWh (201) auto Air	267	7.5	0	N/A	£32995
81.4kWh (201) auto Air	372	7.7	0	N/A	£35995
81.4kWh (201) auto GT Line	347	7.7	0	N/A	£39495
81.4kWh (201) auto GT Line S	347	7.7	0	N/A	£42995

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£29390
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£31890
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£33590
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£38790
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£35485
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£40690
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£42290
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40575
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45775

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£42995
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47195
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£51695
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47295
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51495
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£55995
2.2 CRDi (190) auto AWD 2	43.5	N/A	170	30	£41995
2.2 CRDi (190) auto AWD 3	42.8	N/A	173	31	£46195
2.2 CRDi (190) auto AWD 4	42.8	N/A	174	32	£50695

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

99.8kWh (201) auto Air 7st	349	9.4	0	45	£65025
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73275
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76025
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77025

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

1.5T P270e auto AWD S	185.3	7.4	35	37	£50150
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52770
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£57920
2.0 D165 auto AWD S	42.7	10.2	173	28	£43445
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£46965
2.0 D200 auto AWD S	42.7	8.6	173	32	£44845
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£48365
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£53515

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£93445
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£110505
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£59790
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£66525
3.0 D350 auto AWD S	33.7	6.2	219	41	£58310
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£63290
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£70025
3.0 D350 auto AWD X	33.0	6.2	224	46	£88735

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£160800
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£97650
2.0T P300e auto AWD S	104.2	7.6	61	41	£69700
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76655
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79470
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86600
2.0T P300e auto AWD X	98.6	7.6	65	46	£94930
3.0 D250 auto AWD S	33.1	8.3	223	38	£60470
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£68510
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£71320
3.0 D350 auto AWD S	33.1	6.4	224	38	£64640
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£72680
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£75495
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£82130
3.0 D350 auto AWD X	32.3	6.4	229	46	£93630

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£88005
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£91465
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£109730
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120065
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£81585
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£85580
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£82720
3.0 D350 auto AWD X	31.8	6.8	233	47	£105650

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

3.0 D350 auto AWD S	34.8	6.3	213	43	£62960
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£68760
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£73125
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£78020

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

2.0 P160 auto S	35.9	9.7	178	25	£43660
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£46235
1.5 P270e auto AWD S	196.0	6.8	33	34	£49000
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53125
1.5 P270e at AWD Dynamic HSE	192.1	6.8	33	36	£56125
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£60485
2.0 D165 S	46.7	9.5	158	25	£40115
2.0 D165 auto AWD S	44.0	9.2	168	26	£43700
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47075
2.0 D200 auto AWD S	44.0	7.9	168	29	£44755
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£48880
2.0 D200 auto AWD Dynamic HSE	43.4	7.9	171	33	£52295
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£57670

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£67025
3.0T P400 at AWD Dynamic HSE	28.3	5.2	228	46	£73235
3.0T P400 at AWD Autobiography	28.1	5.2	229	47	£80350
2.0T P400e auto AWD S	160.3	5.1	40	43	£65095
2.0T P400e auto AWD Dynamic SE	157.0	5.1	41	44	£69210
2.0T P400e at AWD Dynamic HSE	150.1	5.1	43	47	£72735
2.0 D200 auto AWD S	43.7	7.8	169	36	£54490
2.0 D200 auto AWD Dynamic SE	42.9	7.8	173	36	£58950
2.0 D200 auto AWD Dynamic HSE	41.6	7.8	178	41	£64375
3.0 D300 auto AWD Dynamic SE	38.4	6.1	192	42	£64905
3.0 D300 auto AWD Dynamic HSE	37.5	6.1	197	46	£69730
3.0 D300 at AWD Autobiography	37.3	6.1	198	46	£76845

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90200
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93200
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104720
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114050
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50	£168500
3.0 D250 auto AWD S	39.4	7.3	188	44	£75255
3.0 D300 auto AWD SE	38.8	6.1	191	47	£83295
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£86925
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£98445
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£102625

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£142400
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£171600
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115805
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121525
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134865
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138555
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161755
3.0 D300 auto AWD SE	38.2	6.3	194	50	£104025
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£110105
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£123705
3.0 D350 auto AWD SE	38.3	5.7	194	50	£107125
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£113205
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£126805

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178180
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£128805

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895

Premium Plus: add £4900 to Premium

LS - 5235x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	N/A	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	N/A	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	N/A	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59645

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£49995
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52295
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£59995
71.4kWh (313) auto 450e Urban	272	5.6	0	43	£55595
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£57895
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65595

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T'kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★ **Driver Power:** 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£50720
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£54605
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MAT+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (353) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	256.8	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	N/A	£67200
100kWh (408) auto 4	381	5.2	0	N/A	£69800
100kWh (516) auto 4S	377	4.1	0	N/A	£75400
100kWh (639) auto Turbo	367	3.3	0	N/A	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	190	9.0	0	N/A	£22995
40kWh (120) auto Techno	190	9.0	0	N/A	£24995
40kWh (120) auto Iconic Five	190	9.0	0	N/A	£26995
52kWh (150) auto Techno	248	8.0	0	N/A	£26995
52kWh (150) auto Iconic Five	248	8.0	0	N/A	£28995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18395
1.0 TCe (90) Techno	53.3	12.2	119	11	£19995
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£21595
1.6 E-Tech (145) auto Evolution	65.7	9.3	96	15	£21695
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23295
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24895

NEW CAR PRICES

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.1	13.3	135	11	£21395
1.0 TCe (90) Techno	47.9	13.3	134	11	£23095
1.6 E-Tech (145) auto Evolution	61.4	10.6	105	16	£24695
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26395
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28095

Arkana - 4568x1821mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) at Evolution	60.1	10.8	105	15	£27395
1.6 E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6 E-Tech hyb (145) at Esprit Alpine	58.9	10.8	110	17	£31695

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29295
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31295
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33295

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	107	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	106	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	403.5	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence
Anniversary Edition: add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR
Xperience Lux: add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR
Xperience Lux: add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	N/A	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	N/A	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	N/A	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	N/A	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	N/A	£31500
63kWh (204) auto 60 SE L	N/A	N/A	0	N/A	£33350
63kWh (204) auto 60 Edition	N/A	N/A	0	N/A	£34450
63kWh (204) auto 60 SportLine	N/A	N/A	0	N/A	£37400
82kWh (286) auto 85 Edition	360	6.4	0	N/A	£38650
82kWh (286) auto 85 SportLine	360	6.4	0	N/A	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Ignis - 3700x1660mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Dualjet (83) SZ-T	56.9	12.7	112	9	£17949
1.2 Dualjet (83) SZ5	56.9	12.7	112	9	£18949
1.2 Dualjet (83) SZ5 4x4	52.4	12.8	121	9	£19949
1.2 Dualjet (83) auto SZ-T	52.3	12.4	122	9	£18949
1.2 Dualjet (83) auto SZ5	52.3	12.4	122	9	£19949

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4175x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) SZ-T	53.2	9.5	120	19	£22449
1.4 Boosterjet (129) SZ5	52.7	9.5	121	19	£24449
1.4 Boosterjet (129) SZ5 4x4	48.3	10.2	132	17	£26249

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 VVT-i Hybrid (115) at Motion	54.3	12.7	118	16	£28449
1.5 VVT-i Hybrid (115) at Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	N/A	£31849
50kWh (136) auto Design Medium	160	11.2	0	N/A	£36464
50kWh (136) auto Icon Long	160	11.2	0	N/A	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	28	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Crossland - 4212x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Ultimate	47.9	10.5	134	16	£28205
1.2 Turbo (130) auto Ultimate	46.3	9.9	144	19	£30345

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	N/A	£24705
1.2 Turbo (136) GS	49.5	8.9	129	N/A	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	N/A	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	N/A	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	N/A	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	N/A	£28505
54kWh (156) Design	249	9.0	0	N/A	£33245
54kWh (156) GS	250	9.0	0	N/A	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.8	15.6	122	1	£20975
1.0 TSI (95) Life	54.4	10.8	118	8	£21915
1.0 TSI (95) R-Line	54.0	10.8	119	11	£24315
1.0 TSI (95) auto Life	52.8	11.5	122	8	£23350
1.0 TSI (95) auto R-Line	52.1	11.5	123	11	£25750
1.0 TSI (115) auto R-Line	52.2	9.8	123	11	£26975
2.0 TSI (207) auto GTI	43.2	6.5	149	23	£30195

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27420
1.5 TSI (115) Match	51.9	9.9	124	17	£27595
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£30660
1.5 TSI (150) Match	51.0	8.6	126	21	£28735
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30325
1.5 TSI PHEV (204) auto Style	993.3	7.2	6	27	£37135
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40300
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£39400
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42155
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£43895
2.0 TDI (115) Match	63.5	10.2	115	19	£29390
2.0 TDI (150) auto R-Line	60.5	8.0	123	24	£34110

Style: add £1475 to Match
R-Line: add £1435 to Match

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£28820
1.5 eTSI (115) auto Life	53.9	10.3	120	17	£30410
1.5 TSI (150) Life	51.5	8.8	125	21	£29950
1.5 TSI (150) Style	50.2	8.8	128	22	£31610
1.5 eTSI (150) auto Life	53.6	8.6	120	22	£31540
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33200
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45295
2.0 TDI (115) Life	64.3	10.5	115	19	£30615
2.0 TDI (150) auto Style	58.8	8.4	126	24	£35005

R-Line: add £500 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58kWh (204) auto Pro Essential	269	7.6	0	26	£35700
58kWh (204) auto Pro Match	268	7.6	0	26	£36560
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39190
77kWh (204) auto Pro S Match	345	8.2	0	28	£40050
79kWh (326) auto GTX Performance	369	5.7	0	34	£45225

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£38505
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£41600
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£42850
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44105
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47200
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48450
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£49920
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51170

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	N/A	£51550
86kWh (286) auto Pro S Match	436	6.6	0	N/A	£55450
86kWh (340) auto 4MOTION GTX	365	5.4	0	N/A	£61980

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	N/A	£52240
86kWh (286) auto Pro S Match	424	6.7	0	N/A	£56140
86kWh (340) auto 4MOTION GTX	359	5.5	0	N/A	£62670

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) SE Family	44.0	8.9	146	18	£37670
1.5 TSI (150) SEL	44.7	8.9	144	18	£38310
1.5 TSI (150) auto SE Family	42.8	8.9	150	18	£38970
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£39610

Match: add £1095 to SE Family
R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59395
86kWh (286) auto Style LWB	286	7.9	0	40	£64195
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67795

Six seats: add £150 to SWB
Seven seats: add £150 to LWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24125
1.0 TSI (95) Match	49.4	11.3	129	9	£24300
1.0 TSI (115) Life	51.8	10.1	124	10	£24970
1.0 TSI (115) Match	51.0	10.1	126	10	£25145
1.0 TSI (115) Style	50.8	10.1	127	10	£27780
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£26580
1.0 TSI (115) auto Match	48.9	10.3	132	10	£26805
1.0 TSI (115) auto Style	48.9	10.3	132	10	£29440
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£30890
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24520
1.0 TSI (95) Match	50.9	11.1	125	12	£24695
1.0 TSI (115) Life	53.4	9.9	120	14	£25355
1.0 TSI (115) Match	52.5	9.9	123	14	£25530
1.0 TSI (115) Style	52.6	9.9	122	14	£28295
1.0 TSI (115) R-Line	52.3	9.9	123	14	£29250
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26950
1.0 TSI (115) auto Match	50.3	10.2	128	14	£27125
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29890
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30845
1.5 TSI (150) auto Style	48.7	8.2	132	22	£31420
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32340

Black Edition: add £490 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£28430
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30000
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£31740
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION Style	38.7	6.8	166	24	£37860
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43000
2.0 TDI (115) Life	58.9	10.7	126	15	£31345
2.0 TDI (115) Style	59.0	10.7	126	15	£34235
2.0 TDI (150) auto Style	56.5	8.8	131	19	£37330
2.0 TDI (150) auto 4MOTION Style	50.6	8.6	146	19	£38640

Match: add £175 to Life (not 2.0 TDI)
R-Line: add £1615 to Style (not 1.0 TSI/2.0 TDI 115)

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£34550
1.5 TSI (150) Style	45.2	10.0	142	19	£36060
1.5 TSI (150) R-Line	45.5	10.0	141	19	£38660
1.5 TSI (150) auto Style	44.9	9.4	143	20	£37755
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£40355

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Match	349	6.7	0	29	£44360
77kWh (286) auto 4MOTION Match	326	6.6	0	33	£46080
77kWh (340) auto 4MOTION GTX	321	5.4	0	34	£54205

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Match	344	6.7	0	N/A	£45860
77kWh (340) auto 4MOTION GTX	329	5.4	0	N/A	£55705

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£34075
1.5 TSI (130) auto Life	45.7	10.6	141	18	£35920
1.5 TSI (150) auto Life	45.3	9.1	142	21	£36720
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£39290
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£39695
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42525
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45095
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45500
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48220
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	N/A	£47540
2.0 TDI (150) auto Life	52.2	9.4	142	22	£37920
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£40490
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£40895

Match: add £175 to Life

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	44.1	9.4	146	N/A	£39850
1.5 TSI (150) auto Elegance	44.1	9.4	146	N/A	£42420
1.5 TSI (150) auto R-Line	42.9	9.4	150	N/A	£42825
1.5 TSI PHEV (204) auto Life	696.0	8.6	9	N/A	£43905
1.5 TSI PHEV (204) auto Elegance	698.7	8.6	9	N/A	£46475
1.5 TSI PHEV (204) auto R-Line	614.4	8.6	10	N/A	£46880
1.5 TSI PHEV (272) auto R-Line	625.9	7.3	10	N/A	£49600

Match: add £500 to Life PHEV
R-Line Edition: add £500 to R-Line PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	126.2	5.9	51	47	£69150
3.0 V6 TSI PHV (462) auto 4MOT R	121.0	5.2	53	49	£80710
3.0 V6 TDI (286) auto 4MOT Black Ed	34.3	6.4	215	45	£70745

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	N/A	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	N/A	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	N/A	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	N/A	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	N/A	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	N/A	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

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IT'S decision time for the bruised and battered car industry of Britain. First it has to take a long, hard look at itself and ask why and how it allowed its annual production to plummet from 1.3 million-plus in 2019 to just under 800,000 last year. Then it has to decide if it's fit, able and willing to, at the very least, re-establish itself as one of the world's top 20 car producers. Either way, it's catastrophic that UK output has fallen so dramatically in just half a decade.

UK car makers are going backwards in car production terms. And the figures will get worse before they get better. That's if they do get better! The Society of Motor Manufacturers and Traders reckons the transition from ICE to EV is largely to blame for fewer cars rolling off UK production lines. But I'd argue the transitioning period is overplayed and has already been going on for years.

At JLR (which recently lost its position as Britain's biggest car maker), engineers, designers and countless others spent a big chunk of the 2010s developing, producing, testing, launching and eventually selling (from 2018) the pure-electric Jaguar I-Pace. Yet the company has already killed off the Mk1 version. And there'll be no Mk2. So EVs are nothing new to Jag. And all this makes the firm's decision to shut up shop and build/sell no new Jags in 2025 utterly baffling. To add insult to injury, the closure will further damage the UK's production volumes for the year. And even if or when Jaguar reopens its production lines, it'll surely build far fewer cars, because its future luxury-only models will be super-expensive (£100k-plus) and will have comparatively low build and sales figures.

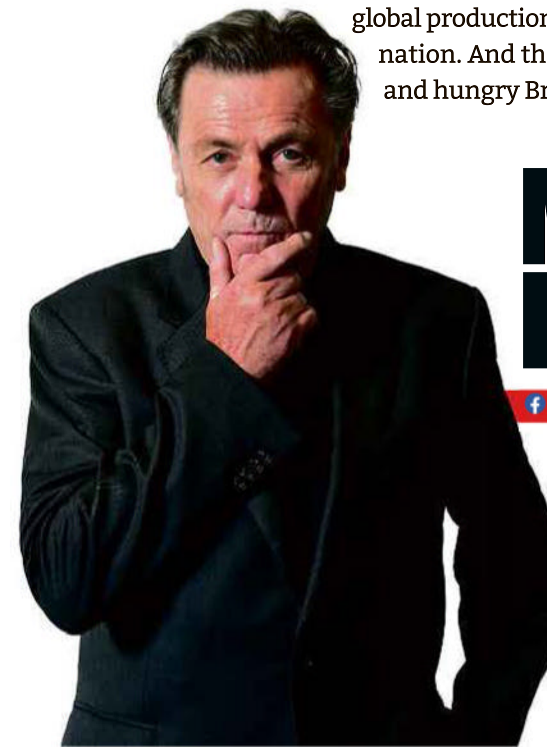
Sister firm Land Rover also needs to think carefully about its new strategy of charging over £100,000 for its entry-level, old-tech (ICE) Range Rovers. It's already told me that it's keener to sell more eye-wateringly expensive cars with huge profits than cheaper, far less lucrative versions. That inevitably means far fewer Range Rovers to be produced, right?

Also, don't be surprised if, when it eventually arrives, the 'cheapest' all-electric Range Rover is around £150k, with top-end versions costing hundreds of thousands. That'll make them niche products, which in turn means comparatively low production. Again, not good.

But unacceptably low UK car production volumes in 2024, 2025 and possibly longer aren't just a major problem for makers and underworked staff. The Government has to get involved – by trying to attract productive, tried and tested firms to build British factories.

Nissan (our biggest producer) and Toyota have been great for UK productivity, growth, and job and wealth creation. Other foreign firms could and should be invited in and incentivised to do the same. If they're not, I fear the UK will drop further down the global production league and become a fourth-division car-making nation. And that's not what broken Britain, stalling factories and hungry British car workers want or need right now.

> **"THE BRITISH GOVERNMENT HAS TO GET SERIOUSLY INVOLVED – BY TRYING TO ATTRACT PRODUCTIVE, TRIED AND TESTED FIRMS TO BUILD FACTORIES IN THE UK"**



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